

# THE Financial Commercial & Chronicle AND

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper.

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES

VOL. 37.

SATURDAY, SEPTEMBER 8, 1883.

NO. 950.

## CONTENTS.

THE CHRONICLE.	
The Financial Situation.....	245
Pools and Their Authority.....	247
Cotton Movement and Crop of 1882-83.....	249
The Debt Statement for Aug. 1883.....	256
THE BANKERS' GAZETTE.	
Money Market, Foreign Exchange, U.S. Securities, State and Railroad Bonds and Stocks.....	260
Range in Prices at the N. Y. Stock Exchange.....	261
United States Treasury Statement.....	257
Monetary and Commercial English News.....	257
Commercial and Miscellaneous News.....	259
Quotations of Stocks and Bonds New York Local Securities.....	262
Railroad Earnings and Bank Returns.....	264
Investments, and State, City and Corporation Finances.....	265

## The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

[Entered at the Post Office, New York, N. Y., as second-class mail matter.]

### TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage).....	\$10 20.
For Six Months do.....	6 10.
Annual subscription in London (including postage).....	\$2 7s.
Six mos. do do.....	1 5s.
WILLIAM B. DANA, } JOHN G. FLOYD. }	
WILLIAM B. DANA & CO., Publishers, 79 & 81 William Street, NEW YORK. POST OFFICE BOX 958.	

### THE FINANCIAL SITUATION.

In outward appearance the humor of Wall Street has changed during the past week. Instead of the daily varying movement in values, first up and then down again, we have had a nearly uninterrupted advance. Of course some properties have not shared in it, for at such a time there must always be exceptions, but as a rule the whole list has been marked up. Furthermore, almost the entire gossip and talk of the Street, instead of, as heretofore, being mainly of panics and disasters, has been engrossed with accounts of the country's glorious future, the immense crops, the floods of traffic which are now said to be assured, and the active demand for stocks from outsiders and investors, with very free takings by European buyers claimed to be already realized.

So far as crops and east-bound traffic are concerned, these statements are undoubtedly correct; but, without wishing to cool this new-born ardor of converted bears, we would suggest that these facts were just as apparent a few weeks back as now. Probably the roads will have about as much to bring east of corn, oats, wheat, provisions, &c., as their rolling stock will accommodate, and this must, in turn, make a demand for goods. But to say that investors, either at home or abroad, have in any considerable force entered the market, is not the truth. On the contrary, the regular trade in securities between London and New York has this week been decidedly against us, and with regard to home capital we can discover no sudden change of heart, but rather a continued preference for loaning money on collaterals with a broad margin at a small rate of interest, and but little disposition to join in the purchasing movement.

The public is, of course, very gullible; but it is not in the nature of things for distrust, which has been many months in growing, to be so suddenly removed. We have seen no reason for the panicky feeling Wall Street has long indulged in; it has done great harm to all industrial interests, and was only possible because of the meagre information stockholders are allowed to receive with regard to their investments; hence, too, the power speculators have over the properties. But commercial affairs are now taking care of themselves—they are beginning to prosper in spite of Wall Street, and it would be well if the two interests could remain divorced. Of course, however, as that cannot be, all classes will rejoice when the present distrust is at an end.

Certainly, the condition of the country and prospective traffic encourage liberal purchases for investment, and there is plenty of idle capital which would eagerly take anything permanently promising 5 per cent. But with regard to stocks, the managers give out so little information, the prevailing feeling just now is that to purchase is not safe at any price. Take, for instance, what has been, and even now is, generally considered one of the best of them—New York Central. On December 15th this stock sold at 132½ ex 2 per cent dividend. March 15th the price was 125½, and June 15th was 122½, in each instance ex the usual quarterly dividend of 2 per cent. The stock sold recently at 113½, but is now higher again. At the latter price it certainly ought to be very cheap. But who knows whether it is? No reason has been assigned for the decline from 132½ last December except the mere fact that the New York West Shore & Buffalo has meantime begun to do business, and that is no reason at all, for, if rates are maintained, the past tonnage movement shows there will be traffic enough for both. Yet no one outside the directory, or a few favored friends, is permitted to know anything by which a judgment can be formed as to the intrinsic value of the stock, and this will probably so continue until the Railroad Commissioners devise means by which information can be obtained. It is expected that the next quarterly dividend of the Central will be at the rate of 8 per cent per annum, but if it should not be no one will be surprised, and it is likely that if the dividend should be reduced to the rate of 7, or even 6 per cent per annum, no satisfactory reason will be given for the reduction. Under these circumstances the purchase of the stock even at the present price cannot but have somewhat the character of a "blind pool."

An event this week in contrast with the prevailing disposition in Great Britain not to buy American railroad stocks, is the reported purchase by the Messrs. Baring Brothers of London of upwards of two million dollars of

the stock of the Atchison Topeka & Santa Fe. The Messrs. Barings were probably led to make this investment in Atchison by their faith in the management of the concern, and their confidence in its future prosperity. As bearing upon this latter point, is the fact that this year's crops in Kansas, through which State the Atchison runs from end to end, promise to exceed all previous record. The corn crop, it is stated, will reach fully 200 million bushels. This would be an increase of 50 million bushels on 1882, which is the more remarkable because the crop of that year was about double that of 1881—in other words, the 200 millions this year will compare with only 76 millions two years ago. The wheat yield is estimated at 35 million bushels, against 33 millions in 1882, and a little less than 20 millions in 1881. All this, of course, bears directly upon the future business of the Atchison, but in addition no doubt the purchasers were mainly influenced by the very favorable monthly statements that the management have been issuing all through the current year. According to these, the net earnings of the company for the seven months to July 31 have increased nearly one-half on those of last year, in the face of a small decrease in gross receipts. This result, however, was brought about by a heavy reduction of expenses, notwithstanding the decreased business reported. As the July figures have just been furnished for publication we give them below, as well as those of three other large roads that have this week issued returns.

	Gross Earnings.		Net Earnings.	
	1883.	1882.	1883.	1882.
Atch. Top. & S. Fe. { July ..	\$ 1,167,987	\$ 1,117,003	\$ 681,897	\$ 498,102
{ 7 mos.	7,812,028	7,954,351	4,063,696	2,875,877
Chic. Burl. & Quincy { July ..	1,824,705	1,625,066	784,954	751,186
{ 7 mos.	13,229,908	10,780,621	6,166,501	4,611,698
Chesapeake & Ohio { July ..	335,208	316,787	127,635	107,203
{ 7 mos.	2,132,067	1,715,908	663,398	442,431
Louisv. & Nashv. { July ..	1,139,306	1,063,765	452,244	376,781
{ 7 mos.	7,514,683	7,184,664	2,916,979	2,694,106

It will be noticed that all these statements are very favorable, which is a satisfactory feature in the present situation of affairs. It should not be overlooked, either, that returns of net earnings possess more value now than a year or two ago. Then pretty nearly every company was engaged in building new mileage and increasing its stock and debt and assuming new obligations of every description. Estimates based upon the current business of that time were worthless, since no safe calculation could be made as to the probable fixed charges in the face of constant emissions of new stocks and bonds. Now this is completely changed. Many, if not most, companies, have completed their mileage and for the present at least reached the limit of their issues. With these, therefore, it is possible to form some definite idea of the probable relation of income to fixed charges, which could not be done before. Present earnings in such cases we know can be based upon present stock and debt. In this particular the situation favors legitimate investors more than at any time since 1879.

A circumstance which is a subject for public congratulation, is the decision this week of Judge Bond, of the United States Circuit Court, that the Virginia debt coupons are legal tender for taxes. It was feared, last spring, that the Supreme Court at Washington, in holding that the change of remedies under the law of 1882 did not impair the contract and that those provisions of that law were constitutional, had opened a way through which repudiation had been legalized. Now it seems, if this later interpretation of its meaning is correct, that the decision of last spring was of trifling importance, its meaning being simply that the State mode of establishing the genuineness

of the coupons would stand, because it did not affect the real question as to the coupons being receivable for taxes. Judge Bond, accepting, of course, that adjudication, holds (1) that they are so receivable, (2) that they are a good legal tender for that purpose, and (3) that an injunction will stand against the officers of the State preventing their collecting the taxes after such tender. Mr. Mahone and his band of repudiators will now have another chance of trying their ingenuity in the matter of legalizing repudiation. But in the meantime the public is encouraged to hope that their efforts will be in vain, for no kind of repudiation is so objectionable as that done under the protection of law.

With regard to the money market there is no essential change to note this week. Rates on call rule from 2@3 per cent, with the majority of loans made at 2@2½, and although the supply has not been materially augmented from the disbursements for interest due on the 1st inst. and for bonds redeemed last week, even the rise in the stock market has not stimulated the demand to any appreciable extent and the indications now point to continued ease. The prospective supply from the Treasury is \$7,376,105 for interest on the 4 per cents due October 1st, and \$2,291,466 on the 3s due November 1st. The called bonds will mature on the last named date, but the redemptions are uncertain. For although the Department offers to pay without rebate \$5,000,000 per week, it is scarcely reasonable to expect, judging from the offerings for the last two weeks, that more than \$1,000,000 per week will be presented. But it is believed that towards the end of October bonds will arrive here from Europe (where there is supposed to be a considerable amount) for presentation on the 1st of November. From these Government payments for interest and bonds it is probable that enough will be received to meet all ordinary demands.

But even should there be any stringency, the Government holds such a large surplus, about 155½ millions, that a further bond call would probably be put out and payment anticipated. The Treasurer's reported balance on the first of the month, was the amount held after paying and marking off the 11 millions of bonds redeemed under the last call, and is in addition to 33 millions to the credit of disbursing officers' accounts. A year ago the balance was 139½ millions and disbursing officers' balances 27 millions. In this connection the following statement of the Government receipts for the two months of the fiscal year is of interest. It shows the great uncertainty which must still exist with regard to revenue in view of the large falling off since July 1. Of course, however, and for several reasons, these months are no guide for the future.

Government Receipts from—	1883.			1882.		
	July.	August.	Since July 1.	July.*	August.	Since July 1.
	\$	\$	\$	\$	\$	\$
Customs.....	20,900,230	15,585,148	36,485,378	19,950,637	23,332,190	43,282,827
Internal revenue.	8,884,280	9,844,890	18,729,170	12,255,167	12,122,815	24,377,980
Miscellaneous sources	2,267,237	2,728,134	4,995,371	4,132,922	3,807,615	7,940,537
Total receipts	32,051,747	28,158,172	59,213,919	36,338,726	39,262,618	75,601,344

Our returns from the New York Clearing House banks indicate that there has been no exceptionally heavy call from the West for funds this week. The following statement, made up from returns so collected by us, exhibits the week's receipts and shipments from and to the interior of gold and currency.

Week Ending Sept. 7, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$748,000	*\$1,294,000	Loss. \$546,000
Gold.....		320,000	Loss. 320,000
Total gold and legal tenders.....	\$748,000	\$1,584,000	Loss. \$836,000

\* \$55,000 of this was transferred in the shape of silver certificates by a deposit of gold in the Sub-Treasury.

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement the banks have gained \$900,000 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the N. Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending Sept. 7, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$743,000	\$1,581,000	Less. \$838,000
Sub-Treasury operations, net .....	900,000	.....	Gain. 900,000
Total gold and legal tenders....	\$1,648,000	\$1,581,000	Gain. \$67,000

The foreign exchange market is dull and weak in the absence of demand, and the indications now point to lower rates very soon, cotton moving more freely, and bills against exports of breadstuffs and provisions pressing on the market. Notwithstanding street reports that Europe is buying liberally of our railroad stocks, it is believed that the trading has for a long time been confined to cable transactions, and that comparatively few securities pass either way. When brokers can figure out a small margin of profit they trade in those stocks which can most readily be handled, and if, at the fortnightly settlement day in London, the account is in their favor they draw for the balance and if it is against them they remit. This will probably account for the demand for sight bills and cable transfers which is noticeable on or about the 1st or the 15th of the month. As exchange approaches the gold-importing point, we may expect to find the downward movement in rates checked in some degree by a demand to remit for called bonds. Exactly how many of these are held in Europe is not known, but it is supposed that the amount is about \$10,000,000. These can be readily converted into cash, and will be in lieu of the gold that might otherwise come. Inasmuch as bar gold is now unusually dear in London, a comparatively liberal supply of these bonds may be looked for until the stock abroad is entirely exhausted. But when imports of gold commence, they will probably continue almost uninterruptedly. Their volume will, however, depend in some measure upon the relative rates for money here and in London, and upon other conditions which cannot well be determined at present. The following shows relative prices of leading securities in London and New York at the opening each day.

	Sept. 3.		Sept. 4.		Sept. 5.		Sept. 6.		Sept. 7.	
	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*	London prices.*	N.Y. prices.*
U.S. 4s.c.	119-31	119-31	119-31	119-31	119-31	119-31	119-31	119-31	119-31	119-31
U.S. 4s.g.	112-26	112-14	112-13	112-14	112-13	112-14	112-13	112-14	112-13	112-14
Erie.....	30-40	30-54	31-01	30-74	30-89	31-01	31-01	31	31-09	31-14
2d con.	92-02	94	93-89	95	94-38	95	94-86	95	94-86	95
Ill. Cent.	127-04	127-13	128-43	128-54	128-08	128-54	129-16	129	129-05	130
N. Y. C.	116-30	116-34	116-04	116-04	116-04	116-05	116-39	116-4	117-07	118
Reading	26-30	26-34	26-27	26-27	25-78	26	25-54	25-54	25-78	25-78
Ont. W'n	21-28	21-28	21-28	21-28	21-28	21-28	21-40	21-40	22-37	22-37
St. Paul.	103-38	103-34	103-87	103-87	105-20	105-14	105-08	105-14	106-06	106-06
Exch'ge, cables.	4-80 1/4		4-80 1/4		4-80 1/4		4-80 1/4		4-80 1/4	

\* Expressed in their New York equivalent.  
† Reading on basis of \$50, par value.

The stock market, as above indicated, has been active and generally strong this week, mainly because of speculative manipulation. The operators for a decline, who were reluctant to cover their short contracts, and who professed to have no faith in the permanency of the movement, resisted the advance as long as they could, but were not successful in making much of an impression on prices. At the close on Friday, however, there was a tendency to weakness.

The Bank of England return for the week shows a gain of £107,000 bullion, but as the Bank received £273,000 from abroad, it follows that £166,000 went to the interior, probably for crop purposes. The cable failed

to furnish a report of the Bank of France for last week. The return for this week shows a loss of 380,000 francs gold and of 1,076,000 francs silver. The Bank of Germany, if correctly reported, lost 8,228,000 marks since our last. The following indicates the amount of bullion in each of the principal European banks this week and at the corresponding date last year.

	Sept. 6, 1883.		Sept. 7, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	23,982,550	.....	21,662,665	.....
Bank of France.....	39,398,925	41,400,863	40,161,001	45,810,800
Bank of Germany.....	7,518,400	22,555,200	6,671,250	20,013,750
Total this week.....	70,899,875	63,956,063	68,494,916	65,824,550
Total previous week.....	70,910,473	64,307,215	68,657,604	66,398,245

The Assay Office paid \$391,462 for domestic bullion through the Sub-Treasury during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Certificates.
Aug. 31...	\$304,866 08	\$8,000	\$28,000	\$211,000	\$57,000
Sept. 1...	194,574 57	6,000	8,000	149,000	33,000
" 3...	501,238 46	13,000	27,000	399,000	62,000
" 4...	870,856 91	20,000	25,000	720,000	108,000
" 5...	380,002 61	5,000	12,000	319,000	44,000
" 6...	399,367 33	17,000	17,000	311,000	55,000
Total.	\$2,652,105 99	\$60,000	\$117,000	2,109,000	\$357,000

### POOLS AND THEIR AUTHORITY.

The railroad "pool" as a factor in the railroad operations of the day is now generally recognized as an indispensable aid in the conduct of our vast and complicated railroad system. The pool is a comparatively modern organization, but its utility is undoubted, and has been repeatedly demonstrated. It is the outgrowth of necessity, and is likely to gain in importance with time rather than to diminish. It will remain engrafted upon our system just so long as the constitution of things remains as it is. Competition, if carried full length, can end only in destruction—the weaker must succumb—and this being so, the usefulness of pooling contracts cannot be impeached.

The pool may be supplanted by a better or a more satisfactory arrangement, but the demands which have given it life are too urgent to permit of its extinction in any other way. It is the friend of peace, and as such is unalterably opposed to war. It does not destroy competition—the repeated contentions within it show that—but rather restrains competition within reasonable bounds. The pool, moreover, is as invaluable to the shipper as it is to the railroad, for while by the maintenance of rates it ensures to the latter profitable returns for the stockholders, to the former it ensures equality of treatment with others of his kind by fixed and unvarying schedules, which, if observed in good faith, as they are expected to be, render rebates, &c., of course out of the question.

We are led to these reflections by the action of a certain large shipper in resisting one of the decrees of a Western pool, to the extent of resorting to the courts for redress. We refer of course to the case of the Continental Sugar Refinery Company against the Southwestern Traffic Association, which has attracted considerable attention during the last week or ten days, and which has brought out a letter from Mr. Albert Fink, stating clearly and tersely the points at issue and the principle at stake.

That case deserves all the importance that has been given to it, for it was a blow aimed at the very life of the modern railroad arrangement. It is well known that one of its leading features as it exists to-day, is the right to



order freight from one line to another, if for any reason that is found necessary. Without that provision, all power would be at an end. The organization of the pool might indeed prove serviceable to some extent even in that case, but its usefulness would certainly be seriously impaired. No company would respect its orders, since it had not the right to enforce its demands. Yet it is in precisely this particular that it was sought to set aside its authority.

A moment's consideration will serve to convince the reader of the importance of the privilege to divert freight from one line to another. The sole object of a pool is to secure the maintenance of paying rates. Nominally, therefore, there would seem nothing for the roads in the combination to do except to come together and fix rates. That accomplished, their business would be done. In practice, however, it has been found over and over again that rates cannot be maintained in these circumstances. The temptation to secure additional business is too strong for a road to resist, and thinking that its rivals will not discover the transgression, proceeds to give secret rebates or allowances. So long as the "cut" remains undetected, of course it gains by the operation—or rather it thinks it gains, for it has usually happened that while one road was engaged in this sort of business all the others were also engaged in the same kind of work. When it was found that the mere "fixing" of rates was not sufficient to ensure the maintenance of the schedule, recourse was had to allotments of so much business to each road, fixed percentages of the total traffic being awarded to every participant in the pool. That, of course, removed the main inducement for underbidding in rates, since a road was to have only a given proportion of the business anyway, which it might as well carry at full rates as half rates. But under this arrangement it became necessary to devise means to secure to each road the exact percentage allotted to it.

Various plans have been tried to effect this end. One has been to make a road, where it carried in excess of its allotment, settle for the excess on the basis of a certain percentage of the gross earnings received on the same. We have seen recently how, in the case of the trunk lines east from Chicago, this worked so unsatisfactorily that it had to be abandoned. It was said that the margin left for net earnings supplied an inducement to a road to make concessions in rates, which it was not slow to avail of. Another plan is the one that has grown directly out of the former, by which settlements for any excess are to be made on the basis of the full gross earnings derived on the excess, without any allowance for cost of carriage. This plan has not been in practice sufficiently long to permit of any definite statement of its value, but it is clearly objectionable for many reasons. If a road in the legitimate course of business obtains more than its allotment and carries the traffic to the point of destination, it gets absolutely nothing for its trouble. On the contrary, it is punished for the preference shown it by shippers, and must bear the penalty of carrying the surplus for nothing and give the proceeds to some other road. It will readily be understood that a road favored by shippers in this way would not long submit to treatment of that kind, and indeed we see it stated that it was never contemplated to carry this plan into operation on a large scale, the idea being to make settlements on that basis only where it was found impossible or impracticable to divert freight from one line to another. And the latter gives us the third plan, the only one in truth that has been attended with a fair measure of success—one whose efficacy has been tested and has stood the ordeal well. The advantages in favor of this plan are that it does not delay settlements

long, that it does not necessitate allowances and reductions in gross and net earnings, while giving a road full pay for all the work it actually does; and further, that it comes as near as any plan can for removing all inducement for "cutting" rates, without at the same time punishing a road by a money fine for inadvertently carrying more than its allotted proportion.

In the case of the Continental Sugar Refinery Company, Commissioner Midgeley ordered that the freight, instead of going over the Rock Island road to Kansas City, as directed by the consignors, should go over one of the other lines. The Continental Company demurred, and upon the Commissioner's insisting upon his order being obeyed, sued out a writ of injunction. The pool seemed reluctant to make any defense, and this, it was thought, argued weakness in their position. It appears, however, that the reason why the pool did not contest the case was that there had not been in the bill of lading—the freight had been dispatched at Boston—any express provision permitting such diversion, and in the circumstances, therefore, it was thought that the shipper ought to be allowed to have his way. Mr. Fink suggested, though, that it was only necessary to notify the shipper in Boston that the railroads west of Chicago would not be parties to any through bills of lading except on the condition that they might select the route west of Chicago over which the freight should be forwarded, to avoid any difficulty of this kind hereafter; and we see that in accordance with his recommendation the Southwestern Traffic Association, the Iowa Association, and the Colorado Association on Wednesday all agreed to make this condition a part of their contracts in the future.

As to the legality of such action Mr. Fink advances some strong arguments. He says that while a railroad as a common carrier is bound to forward all the freight offered it, that applies only to its own lines—that after its terminus is reached, the case is entirely different; when the roads assume the responsibility of forwarding freight to points beyond, they do it merely as a matter of accommodation to the shipper, and that this being so they must be allowed to select the route over which the goods are to be shipped. He says further that in furnishing through bills of lading they become forwarders as well as carriers, and that since a road as a forwarder issues an obligation to deliver the freight at a point beyond its own line of road, it practically becomes responsible for the connecting roads over which such bills of lading are issued. "Should any damage occur 'to the goods,'" he remarks, "it (the forwarding road) must know that such connecting roads are able to make 'it good.'" Besides, the connecting roads being the agents of the road issuing the bill of lading, collect the money due that road, and hence the latter must have confidence in the ability and management of those roads, &c.

Accordingly, Mr. Fink claims for the railroads, when a bill of lading is issued by them for points beyond their own termini, that they have the right to select the connecting line to which the freight shall be delivered. If the shipper objects to this, and insists upon naming himself the connecting road to be used, he is at liberty to do so; but the forwarding company will not issue a through bill of lading, and the shipper must forego the benefits of through rates. This is in brief Mr. Fink's view of the matter, and as it determines, if correct, the important principle of the power of a pool association to enforce a diversion of freight from one line to another, the subject has a wide interest. His argument, however, is particularly valuable because it offers assurance that there is no present likelihood of a disruption of railroad pools by a loss of one of their most important prerogatives.



COTTON MOVEMENT AND CROP OF 1882-83.

Our statement of the cotton crop of the United States for the year ending Sept. 1, 1883, will be found below. It will be seen that the total crop this year reaches 6,992,234 bales, while the exports are 4,745,709 bales, and the spinners' takings are 1,772,912 bales, leaving a stock on hand at the close of the year of 232,106 bales. The whole movement for the twelve months is given in the following pages, with such suggestions and explanations as the peculiar features of the year appear to require. The first table indicates the stock at each port Sept. 1, 1883, the receipts at the ports for each of the past two years, and the export movement for the past year (1882-83) in detail, and the totals for 1881-82 and 1880-81.

PORTS.	Receipts for Year ending—		Exports Year ending Sept. 1, 1883.					Stock Sept. 1, 1883.
	Sept. 1, 1881.	Sept. 1, 1882.	Great Britain.	Chan-nel.	France	Other Foreign.	Total.	
Louisiana...	1,090,479	1,191,226	852,366	3,207	296,988	441,329	1,603,947	53,829
Alabama...	313,228	295,040	34,840	....	9,350	1,100	45,290	3,203
So. Car'lina	500,914	522,290	127,897	3,180	24,775	217,115	372,973	3,441
Georgia.....	824,250	741,536	110,311	....	25,058	283,028	419,000	4,350
Texas.....	887,418	459,369	315,374	6,081	59,328	165,589	529,372	17,611
Florida.....	20,198	23,287	702	....	....	107	809	....
No. Car'lina	181,523	185,037	49,372	4,900	....	4,590	57,762	838
Virginia.....	905,233	813,174	372,728	....	....	28,985	401,713	13,634
New York.....	138,227	103,412	537,503	15,732	39,185	164,998	777,528	114,115
Boston.....	192,111	232,635	194,045	4	....	543	185,592	5,880
Phila., &c.	112,792	94,102	101,232	....	....	3,248	104,480	6,432
Baltimore.....	72,029	26,030	180,921	....	4,823	63,284	248,128	8,753
Port'd, &c.	1,301	2,908	....	....	....	....	....	....
S. Frisco	....	109	921	....	....	138	1,062	....
<b>Totals—</b>								
This year	6,019,738	.....	2,888,468	43,090	440,107	1,374,044	4,745,709	232,106
Last year	.....	4,720,364	2,311,790	80,093	381,386	821,095	3,595,031	120,722
Prev. yr.	.....	5,874,090	2,843,957	56,310	556,344	1,139,708	4,596,370	212,233

These figures are only the portion of the receipts at these ports which arrived by rail overland from Tennessee, &c.

By the above it will be seen that the total receipts at the Atlantic and Gulf shipping ports this year have been 6,019,738 bales, against 4,720,364 bales last year and 5,874,090 bales in 1880-81, and the exports 4,745,709 bales, against 3,595,031 bales last season and 4,596,370 bales the previous season, Liverpool getting out of this crop 2,888,468 bales. If now we add the shipments from Tennessee and elsewhere direct to manufacturers, and Southern consumption, we have the following as the crop statement for the three years.

	Year Ending September 1.		
	1882-83.	1881-82.	1880-81.
Receipts at the shipp'g p'rts. bales	6,019,738	4,720,364	5,874,090
Add shipments from Tennessee, &c., direct to manufacturers...	641,496	477,481	510,239
<b>Total</b> .....	6,661,234	5,197,845	6,384,329
Manufactured South, not included above.....	331,000	238,006	205,000
<b>Total Cotton Crop for the Year</b> .....	<b>6,992,234</b>	<b>5,435,851</b>	<b>6,589,329</b>

The result of these figures is a total of 6,992,234 bales as the crop of the United States for the year ending Aug. 31, 1883. We now give in detail the processes by which the above conclusions have been reached.

Overland and Inter-State Movement.

Again the overland movement reflects the important fact that within certain limits our railroads regulate its volume. This truth was illustrated very clearly a year ago. Then, although the crop was over one million bales less than the previous crop, the gross overland showed a small increase. This year, although the crop is over one and a half million bales more than the last one, the increase in gross overland is only about 82,000 bales. If the movement had borne the same relation to the total production that the last did, the gross would have reached 1,459,000 bales.

It is not difficult to account for these variations. In the first place there is an amount of cotton which every year seeks the North through the railroads, because mills situated in certain localities always find that to be the cheaper route for them. Of course as spindles increase within that district, the volume of this movement must increase, varied to a limited extent by the nature of the crop and the staple procurable. But beyond the supply such mills need, the total thus carried appears to be governed by the abundance of other freight offering. Railroads seek and cultivate business more industriously when the traffic is not plentiful. Thus a year ago all crops were everywhere very deficient, and especially in the cotton States. Railroads needed freight and particularly return freight from the South—they carried provisions there

from the West and wanted something to bring back. As a consequence, rates were made to conform to these conditions and the roads must have offered as good terms as the coastwise steamship lines granted, for 113,787 bales were taken by the railroads from the outports of Mobile, New Orleans and Galveston to carry North, against 54,869 bales in 1880-81 and 28,163 during this season. Such a decrease in the later years can only be explained by the fact, that 1880-81 and 1882-83 were very fruitful seasons, the latter peculiarly so—every kind of growth having done its best in the Southern States in the summer of 1882. As a consequence, in both of those years the roads found abundance of traffic, and hence no special inducements were held out to draw freight out of its natural routes. This being particularly true of 1882-83, the gross overland the past season bears a smaller relation to the total production than it has held for many a year.

Under such circumstances the all-rail routes have tended in no degree, during the past twelve months, to diminish the natural movement of cotton to the outports. Each port has probably, and more nearly than is often the case, drained the country fairly tributary to it. The relative proportions this year are in fact very much as they were in 1880-81, except as the movement is varied by the constant and remarkable growth of Norfolk and other Virginia ports, as outlets for the crop. For the purpose of showing the position the different ports have held as marketing centres for a series of years we have prepared the following, showing the percentage of the total crop the movement through each port has borne since 1873-4.

Per cent of Crop Received at—	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.
Wilmington, N. & C.	02-59	03-10	02-35	01-85	02-08	03-13	03-08	02-31	02-95	01-39
Norfolk, &c.....	14-24	14-36	14-18	13-22	11-20	10-08	12-84	11-33	10-91	12-13
Charleston, &c.....	08-45	09-61	10-19	08-30	10-00	06-37	10-43	08-92	11-47	10-51
Savannah, &c.....	11-79	13-64	13-51	12-88	13-89	12-57	10-96	11-24	15-74	15-01
Florida.....	00-29	00-43	00-22	00-30	01-12	00-45	00-52	00-33	00-29	00-34
Mobile.....	04-48	04-88	05-46	06-23	07-14	08-71	08-05	08-02	08-37	07-18
New Orleans.....	24-77	21-91	21-37	20-13	23-40	28-92	26-64	30-33	35-03	29-29
Galveston, &c.....	12-69	08-45	10-83	08-60	11-47	09-60	11-30	10-47	09-61	09-33
N. Y., Bost., &c.....	07-30	09-56	07-48	06-07	06-75	06-89	06-21	06-77	06-20	06-04
Total through all ports.....	86-09	86-84	86-15	86-87	87-05	86-32	86-03	86-76	86-24	86-25
Overland net.....	09-18	08-78	07-74	10-02	06-35	06-60	06-69	07-13	05-36	05-70
Southern consumption.....	04-73	04-38	03-11	03-11	03-00	03-08	03-28	03-11	03-40	03-08
<b>Tot. U. S. crop.</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>	<b>100-00</b>

The foregoing affords at a glance a history of the changes made and in progress between the ports as marketing centres. Of course, however, the variations in percentage from year to year are influenced in some measure by the productiveness of the crop in each section thus drained; but the comparison through a series of years will enable one to reach fair conclusions as to the changing inducements of one route over another.

In the above table we have only figured the net overland, as the remainder of the gross amount is counted either at New York, Boston, &c., or at the Southern ports where it first appears in receipts. Still the entire gross amount reaches a market by some all rail route, and hence in measuring the overland we can only do so correctly by using the gross figures. To show, therefore, the progress made in the movement since 1873-74 we give the following statement of total crop and overland, and percentages of increase and decrease of each for a series of years.

Crop of	Total Yield.	Gross Overland.	Increase and Decrease—	
			Of Crop.	Of Overland.
	Bales.	Bales.	Per Ct.	Per Ct.
1882-83.....	6,992,234	1,217,215	Increase 28-61	Increase 07-26
1881-82.....	5,435,815	1,134,788	Decrease 17-50	Increase 4-10
1880-81.....	6,589,329	1,090,067	Increase 14-45	Decrease 7-71
1879-80.....	5,757,397	1,181,147	Increase 13-48	Decrease 32-47
1878-79.....	5,073,531	891,619	Increase 5-45	Increase 28-54
1877-78.....	4,811,265	693,640	Increase 7-25	Increase 8-91
1876-77.....	4,485,423	636,886	Decrease 3-94	Decrease 9-50
1875-76.....	4,669,288	703,780	Increase 21-81	Increase 52-42
1874-75.....	3,832,991	461,751	Decrease 8-09	Decrease 7-11
1873-74.....	4,170,388	497,0-3	Increase 6-10	Increase 23-56
<b>Change from season of '73-74 to '82-83</b>			<b>Increase 67-64</b>	<b>Increase 144-87</b>

This statement brings out the fact that the gross overland movement was less influenced by the railroads prior to 1880-81—that is to say previous to that date its volume seems to have fluctuated with the changes in total yield.

In determining this year the portion of the crop forwarded

by each of the different overland routes, we have introduced no new features. And yet to prevent any misunderstanding, we repeat our explanation given in previous reports.

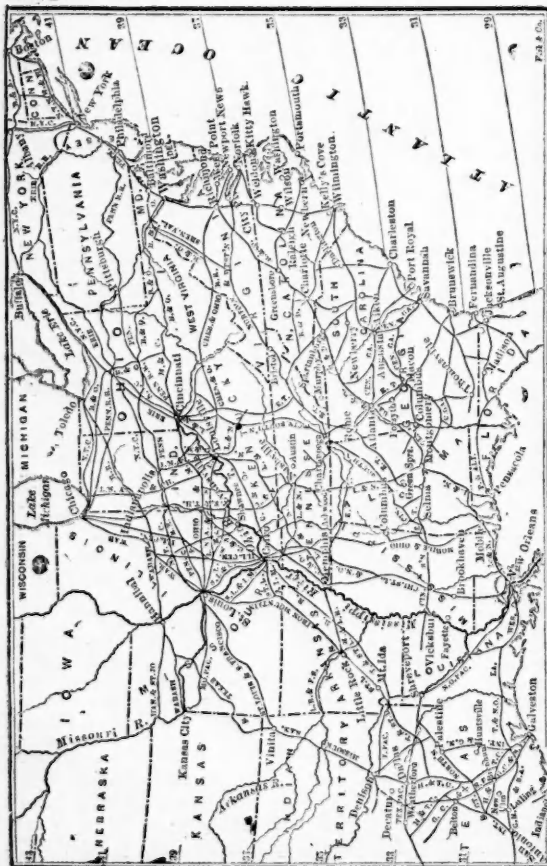
*First.*—We have followed our usual plan of counting each bale of cotton at the Southern outport where it first appears. This is a simple rule, applying to every part of our annual cotton crop report. In this way we not only preserve the unity of the report, and therefore simplify it, but, as a consequence, also make it more intelligible and less liable to error.

*Second.*—From the gross carried overland we consequently deduct all cotton shipped by rail from Southern outports to the North. For instance, from New Orleans, Mobile, &c., frequent shipments are thus made, an account of which is kept, but it is all included in the crop of New Orleans or Mobile, &c., as the case may be, when it appears there, and therefore when the same cotton appears again in the overland, it must of course be deducted, or it will be twice counted.

*Third.*—We deduct from overland, likewise, the small amounts taken from the Southern outports for Southern consumption. They, also, for the sake of unity and simplicity, are counted at the outports where they first appear. But, as is well known, the entire Southern consumption is made up in an item by itself and added to the crop. Hence, unless these small lots which thus go into Southern consumption from the Southern outports are deducted somewhere, they will be twice counted.

*Fourth.*—We also deduct the arrivals during the year by railroad from the West and South at New York, Boston, Baltimore, Philadelphia and Portland. Those receipts reached these ports by coming across the country, and appear in our weekly totals, becoming a part of the receipts at the ports, under the heads of "New York," "Boston," &c. All this cotton, then, having been counted during the year, must now be deducted as has been done.

To add interest to the foregoing explanations, and to give each reader the power to trace the course of the overland movement, we prepared last year a new map, more full and detailed than our previous similar diagrams, and have this year corrected it by adding the new lines constructed during the twelve months. It will be noticed that we have put down on this map not only all Southern outports, but also every place in the Southern States from which we now receive a monthly weather report. Furthermore, we indicate every great through route or combination of roads over which cotton seeks a market. For instance, a shipment inland from Galveston would pass over the International & Great Northern and the Missouri Kansas & Texas, crossing the Mississippi at Hannibal, or would reach the Iron Mountain Road over a branch of the Texas Pacific and cross the river at either Cairo or St. Louis. These and other features of this map will make it both interesting and useful.



[NOTE.—In designating through routes in the above map, the name of the main company or system alone is used. Thus the New York Central is given as running all the way to Chicago and all the way to St. Louis, notwithstanding the Central proper terminates at Buffalo, and reaches Chicago over the Lake Shore, and St. Louis over the Cleveland Columbus Cincinnati & Indianapolis, the Indianapolis & St. Louis and the St. Louis Alton & Terre Haute. But as these connecting lines are all controlled by the same parties that control the main system, for the sake of simplicity the name of the parent company alone appears. The same remark applies to the great systems of the South, like the Louisville & Nashville, the East Tennessee, the Richmond & Danville, the Chesapeake & Ohio, the Cincinnati Southern, &c. The latter, for instance, is made up of quite a number of pieces of road, each in a separate organization, but all being in the possession of the Erlanger syndicate.]

By examining the above diagram, and with the aid of explanations made in our previous annual reports, nothing further will be needed to explain the following statement of the movement overland for the year ending Sept. 1, 1883.

	1882-83.	1881-82	1880-81.
<b>Amount shipped—</b>			
From St. Louis .....	461,651	388,200	401,918
Over Illinois Central .....	22,493	5,523	33,817
Over Cairo & Vincennes .....	198,242	157,462	120,401
Over the Mississippi River, above St. L. ....	111,758	103,096	140,024
Over Evansville & Terre Haute .....	27,799	14,929	27,971
Over Jeffersonville Mad. & Indianapolis .....	50,291	104,085	86,157
Over Ohio & Mississippi Branch .....	62,834	26,495	42,542
Over Louisville Cincinnati & Lexington .....	52,708	109,417	43,713
Receipts at Cincinnati by Ohio River .....	52,086	61,538	69,064
Receipts at Cincinnati by Cin. South'n .....	71,691	133,573	78,186
Over other routes .....	93,150	13,299	28,118
Shipped to mills, not included above .....	12,789	17,168	13,123
<b>Total gross overland .....</b>	<b>1,217,215</b>	<b>1,134,788</b>	<b>1,090,067</b>
<b>Deduct—</b>			
Receipts overland at N.Y., Boston, &c. ....	516,460	519,405	493,301
Shipments between (or South from) Western interior towns .....	15,228	5,561	11,939
<b>Shipments inland (not otherwise deducted) from—</b>			
Galveston .....	194	15,499	1,034
New Orleans .....	8,124	16,822	4,794
Mobile .....	27,630	82,565	49,021
Savannah .....	2,100	2,035	1,550
Charleston .....	2,731	.....	.....
North Carolina ports .....	754	5,590	6,006
Virginia ports .....	2,468	9,300	12,113
<b>Total to be deducted .....</b>	<b>575,719</b>	<b>657,307</b>	<b>579,823</b>
<b>Leaving total net overland .....</b>	<b>641,496</b>	<b>477,481</b>	<b>510,239</b>

\* This total includes shipments to Canada by rail, which during 1882-3 amounted to 36,542 bales, and are deducted in the statement of consumption.

According to the above, the total carried overland this year was 1,217,215 bales, against 1,134,788 bales last year and 1,090,067 bales the previous year, and the movement direct to manufacturers this year reaches 641,496 bales, against 477,481 bales a year ago and 510,239 bales in 1880-81. This shows an increase from last year of 82,437 bales in the gross movement, and an increase of 164,015 bales in the net movement. We now give the details of the entire crop for two years.

#### Louisiana.

	1882-83.	1881-82.
Exported from N. Orleans:		
To foreign ports .....	1,603,947	1,178,612
To coastwise ports .....	352,679	242,323
To Northern ports, &c., by river and rail .....	969	16,822
Manufactured .....	7,135	2,824
Stock at close of year .....	53,629—2,013,379	5,023—1,415,009
<b>Deduct:</b>		
Received from Mobile .....	223,894	133,911
Received from Florida, &c. ....	16	161
Received from Galveston and Indianola .....	198,967	48,392
Stock beginning of year .....	5,023—327,900	71,919—254,333
<b>Total product of year .....</b>	<b>1,690,479</b>	<b>1,191,226</b>

\* In overland we have deducted these two items.  
† Including 16 bales from New York.

#### Alabama.

Exported from Mobile:*		
To foreign ports .....	45,290	46,366
To coastwise ports .....	266,057	223,755
Manufactured .....	630	1,069
Stock at close of year .....	3,203—315,180	197—271,417
<b>Deduct:</b>		
Receipts from N. Orleans .....	195	.....
Receipts from Pensacola .....	1,560	2,096
Stock beginning of year .....	197—1,952	4,231—6,377
<b>Total product of year .....</b>	<b>313,223</b>	<b>265,040</b>

\* Under the head of coastwise shipments from Mobile are included 32,102 bales shipped inland by rail, of which 27,000 bales, with 630 bales local consumption, will be found deducted in the overland movement, the remainder being deducted at Norfolk and Savannah.



Texas.			
Exported from Galveston, &c.:	1882-83.	1881-82.	
To foreign ports (except Mexico).....	498,517	248,550	
To Mexico, from Galveston, Eagle Pass, &c.....	27,855	14,897	
To coastwise ports.....	368,949	229,944	
Burnt and manufactured.....			
Stock at close of year.....	17,611— 912,932	8,273— 501,664	
Deduct:			
Received at Galveston from Indianola, &c.....	17,241	15,919	
Recovered from wrecks of brigs Ceres and Avea.....		1,757	
Stock beginning of year.....	8,273— 25,514	24,628— 42,304	
Total product of year.....	887,418	459,360	

\*Coastwise exports are made up as follows: 349,899 bales from Galveston and 19,040 bales from Indianola, &c., the 8,056 bales received at Galveston from Indianola, &c., being subsequently deducted. Included in coastwise exports are 194 bales carried from Galveston North by rail, which are deducted in overland.

Florida.			
Exported from Fernandina, &c.*			
To foreign ports.....	862	4,706	
To coastwise ports.....	19,336	18,581	
Stock at close of year.....	— 20,198	— 23,287	
Deduct:			
Stock beginning of year.....	—	—	
Total product of year.....	20,198	27,287	

\*These figures represent this year, as heretofore, only the shipments from the Florida outports. Other Florida cotton has gone inland to Savannah, Mobile, &c., but we have followed our usual custom of counting that cotton at the outports where it first appears.

Georgia.			
Exported from Savannah:			
To foreign ports—Upland.....	418,385	336,488	
To foreign ports—Sea Is'd.....	613	2,137	
To coastwise ports—			
Upland.....	394,658	394,833	
Sea Island.....	11,412	15,404	
Exported from Brunswick, &c.:			
To foreign ports.....	2	7,026	
To coastwise ports.....	8,636	300	
Burnt.....	206	2,035	
Manufactured.....	2,109		
Stock at close of year—			
Upland.....	4,235	5,331	
Sea Island.....	15— 840,292	66— 763,620	
Deduct:			
Received from Mobile and New Orleans.....	1,944		
Received from Charleston, Brunswick, &c.....	6,437	6,321	
Received from Florida—			
Upland.....	886	91	
Sea Island.....	1,378	2,455	
Stock beginning of year—			
Upland.....	5,331	12,539	
Sea Island.....	66— 16,042	378— 22,084	
Total product of year.....	824,250	741,536	

\*These are only the receipts at Savannah from the Florida outports, and, being counted in the Florida receipts, are deducted here. Besides these amounts, there have also been 22,310 bales Upland and 7,500 bales Sea Island, from the interior of Florida, received at Savannah, during the year by rail.

South Carolina.			
Exported from Charleston, &c.:			
To foreign ports—Upland.....	367,493	311,058	
To foreign ports—Sea Is'd.....	5,489	5,732	
To coastwise ports—			
Upland.....	203,206	198,358	
Sea Island.....	12,515	12,724	
Exported from Georgetown, &c.....	4,816	1,787	
Burnt at Charleston and other ports.....	421	695	
Stock at close of year—			
Upland.....	3,432	1,280	
Sea Island.....	9— 597,372	64— 531,698	
Deduct:			
Received from Florida—			
Upland.....		11	
Sea Island.....	1,216	2,075	
Rec'd from Savannah, &c.....			
Upland.....	2,862	1,500	
Sea Island.....	1,036	3,311	
Stock beginning of year—			
Upland.....	1,230	1,784	
Sea Island.....	64— 6,458	718— 9,399	
Total product of year.....	590,914	522,299	

\*Included in the exports from Charleston are the exports from Port Royal and Beaufort, which were as follows this year—1882-83:

To Liverpool—328 bales Sea Island.  
To Bremen—2,990 bales Upland.  
To coastwise ports—14,242 bales Upland and 2,170 bales Sea Island.

†Included in this item are 2,731 bales, the amount taken by local mills and shipped to interior, all of which is deducted in overland.

North Carolina.			
Exp'd from Wilmington, &c.:			
To foreign ports.....	57,762	62,833	
To coastwise ports.....	122,267	122,519	
Taken for consumption.....	743		
Burnt.....	5	14	
Stock at close of year.....	858— 181,635	107— 185,473	
Deduct:			
Stock beginning of year.....	107— 107	436— 436	
Total product of year.....	181,523	185,037	

\*Of these shipments 11 bales went inland by rail from Wilmington, and with local consumption are deducted in overland.

Virginia.			
Exported from Norfolk, &c.:			
To foreign ports.....	401,713	331,817	
To coastwise ports.....	613,633	477,746	
Taken for manufacture.....	12,468	9,830	
Burnt.....		40	
Stock at end of year, Norfolk and Petersburg.....	13,934— 1,031,748	1,489— 820,922	
Deduct:			
Received from Wilmington.....	9,344	1,314	

Virginia—Concluded.			
Received from other North Carolina ports.....	22,524		
Received from Mobile.....	3,158	6,095	
Stock beginning of year.....	1,489— 36,515	339— 7,748	
Total product of year.....	995,233	813,174	

\*"Norfolk, &c." exports are made up this year as follows: To foreign ports all the shipments are from Norfolk, except 29,184 bales from West Point; to coastwise ports all the shipments are from Norfolk, except 198,806 bales shipped from City Point, Richmond, Petersburg, &c. †This item does not include Petersburg this year.

Tennessee.			
Shipments—			
From Memphis.....	504,943	345,789	
From Nashville.....	45,282	62,092	
From other places in Tennessee, Mississippi, Texas, &c.....	551,641	724,651	
Stock in Memphis and Nashville at end of year.....	9,376— 1,411,242	2,314— 1,134,846	
Deduct:			
Shipped from Memphis to New Orleans, &c.....	135,708	48,251	
Shipped from Memphis to Norfolk, &c.....	106,278	67,861	
Shipped from Nashville to Norfolk, &c.....	8,956	10,760	
Shipped direct to manufacturers.....	641,493	477,481	
Stock at Memphis and Nashville at beginning of year.....	2,314— 894,752	11,088— 615,441	

Total shipments to New York, &c.....	516,490	519,405	
Add shipments to manufacturers direct.....	641,496	477,481	
Total marketed by rail from Tennessee, &c.:	1,157,986	996,886	

\*Except 59,229 bales deducted in overland, having been previously counted.

Total product detailed above by States for the year ending September 1, 1883.....bales 6,661,234  
Consumed in the South, not included.....331,000

Total crop in the United States for the year ending Sept. 1, 1883.....bales 6,992,234

Below we give the total crop each year since 1835.

Years.	Bales.	Years.	Bales.	Years.	Bales.
1835-36.....	6,992,234	1867-68.....	2,498,895	1849-50.....	2,171,706
1836-37.....	5,435,845	1868-69.....	2,039,271	1850-51.....	2,808,596
1837-38.....	6,580,329	1869-70.....	2,228,987	1851-52.....	2,424,113
1838-39.....	5,757,397	1870-71.....	1,861-65. No record.	1852-53.....	1,860,479
1839-40.....	5,073,531	1871-72.....	3,826,086	1853-54.....	2,170,537
1840-41.....	4,811,265	1872-73.....	4,823,770	1854-55.....	2,484,662
1841-42.....	4,445,423	1873-74.....	3,994,481	1855-56.....	2,103,579
1842-43.....	4,669,288	1874-75.....	3,238,902	1856-57.....	2,394,203
1843-44.....	3,832,991	1875-76.....	3,016,519	1857-58.....	1,688,075
1844-45.....	4,170,388	1876-77.....	3,645,345	1858-59.....	1,639,333
1845-46.....	3,930,508	1877-78.....	2,932,339	1859-60.....	2,181,749
1846-47.....	2,974,351	1878-79.....	3,035,027	1860-61.....	1,363,403
1847-48.....	4,352,317	1879-80.....	3,352,882	1861-62.....	1,801,797
1848-49.....	3,154,916	1880-81.....	3,090,029	1862-63.....	1,425,575
1849-50.....	2,439,039	1881-82.....	2,115,257	1863-64.....	1,360,763

## Consumption.

Although the production of cotton goods in Europe the past year shows the average increase, the manufacturing industry there has been far from prosperous. In the latter particular, the early promise has not been fulfilled. When the season opened, the better crops of breadstuffs, the settlement of the Egyptian difficulty, and the peaceful political outlook, induced favorable expectations. But since then, the industrial conditions have gradually grown worse, until now it seems as if progress in cotton consumption was likely to experience a check during the coming twelve months. Should this prove so, it will close a remarkable chapter in the history of this industry—a development, growing out of the exhilaration which followed the resumption of gold payments in the United States, finally declining with the decline of confidence again here. The results for each year of the period referred to are shown by the following brief statement of consumption in Europe, made up from Mr. Ellison's annual reports.

In bales of 400 lbs.	Great Britain.		Continent.		Total.	
	Year.	Weekly.	Year.	Weekly.	Year.	Weekly.
1878-79.....	2,843,000	54,200	2,596,000	49,900	5,439,000	104,100
1879-80.....	3,350,000	63,800	2,725,000	51,900	6,075,000	115,700
1880-81.....	3,572,000	68,692	2,956,000	56,346	6,528,000	125,538
1881-82.....	3,666,000	70,500	3,120,000	60,000	6,786,000	130,500
1882-83*.....	3,744,000	72,000	3,328,000	64,000	7,072,000	136,000

\* Estimated for last two months.

Special circumstances have been the cause of the irregularity in the annual weekly increased consumption seen in the above. These circumstances have been fully stated on previous occasions, but they have however a continuing interest, for so many need to be constantly reminded that cotton consumption can increase no faster than spindles are made to spin it, and that, for various reasons, the pounds consumed do not furnish a safe guide for a conclusion on that point. A correct interpretation of the peculiar circumstances attending the last two seasons, given in our crop report of a year ago, led to the conclusion reached, that the increased consumption of Europe in 1882-83 would be about 7,000 bales per week. Such an



estimate was only possible by recalling and allowing for the unusual waste in the American staple of 1880-81 and the far better spinning qualities of the staple raised in 1881-82. A direct comparison of the pounds consumed between two years differing so widely in the particular mentioned, could only be misleading.

But these facts have no interest now except as a reminder that even with a good season and an average clean American crop, not more than six or seven thousand bales (of 400 lbs. each) a week, in addition to this year's consumption, could be used by European spinners next year. At the moment the outlook would not justify an estimate higher than four or five thousand bales as a maximum, for they are having a dragging sort of trade in Great Britain, and stocks of cotton goods are said to have accumulated in many departments there as well as in Eastern markets; and with the rates of interest high and the fear of their being higher, commercial enterprise is checked.

Not sufficient weight, it seems to us, is given to this feature of high Bank rates as a business factor. Ever since May 10 the Bank of England rate has been 4 per cent; last summer it was 3 per cent from March 23 to August 17; in 1881 it was only  $2\frac{1}{2}$  per cent from April 28 to August 18; in 1880 it never reached higher than 3 per cent during the whole year, and from June 17 to December 9 it was  $2\frac{1}{2}$  per cent; and in 1879 it was 2 per cent from April 10 to November 6. If the higher figure now was due to commercial activity, it would not be oppressive, only corrective. But trade in all departments is very slack, and the commercial demand for money is very limited, so that the only reason for the ruling rate is the fear of losing gold, and that cause is likely to put it higher before it declines again. Furthermore, the same fear hangs as a nightmare over all European markets, preventing anything like speculative activity, and is likely to keep trade slow the coming season. In fact, it is not easy to see any end to the depressing power of this influence in Europe, until prices of all commodities have conformed to the restricted single (gold) basis, or silver is re-monetized in Europe, or our own currency drops to a silver standard. As affairs are progressing now, the latter event seems likely to happen first.

With regard to the goods trade in the United States, the past year's results have also proved unsatisfactory. There are however exceptions to this condition. In the South for instance, production has been less restricted, and in most departments profits, though not as large as in former seasons, are claimed to have been fair. So, also, in the East there has been, as a rule, a good margin on fine plain goods. And here it may be well to remark that these two statements have a relation to one another, which in part accounts for the unprofitable business and accumulating stocks a considerable portion of the Northern mills have had to encounter. The fact is, spindles have increased in the South until the grades of goods chiefly produced there have come in competition with similar makes in the North, causing their production to be less profitable. Of course the coarser goods the more the conditions favor their manufacture in the South, while also the lower freight rates from the South than from the East to the West have widened the disparity in the Western markets.

This competition would not have been so soon felt in prosperous times; that is, the country would in that case have taken the productions of both sections at paying rates until spindles had become still more numerous in the South. But the depression in all branches of trade and the slackened consumption developed an excessive supply, with the results mentioned. Yet we do not at all mean by this that, except in those departments where the South comes in competition, the manufacture of cotton goods in the North has been profitable. All we intended to say was that that has been a prominent feature the past year, that it has led many Northern mills to stop or change their production, and that it will probably be a disturbing feature hereafter, making necessary to some extent a permanent alteration in the character of the goods spun in a considerable portion of the Eastern States. Already, modifications thus and otherwise caused are in their turn the source of a disturbance in other branches of the trade with which the modified mills have connected themselves; and so it must go on, so long as our spinners are confined to the United States for customers, while the relations between supply and demand are seeking adjustment.

But, as stated, the general depression in all branches of business has aggravated not only these influences, but every other

unfavorable condition in the goods trade. Buying throughout the season has been of a sluggish, hand-to-mouth character, very damaging to values, sellers being all the time more willing than purchasers, a condition which has resulted in a considerable accumulation of stocks in first hands. Two large auction sales, one early in the summer and the other recently, of goods many of which seldom see the auction room, are evidences of this statement, and the fact reported that the sales went off well is to be interpreted simply as meaning that bidding was fairly active, more so than expected, and that prices, especially at the first auction, yielded less than feared, but not that the manufacturers realized a profit. Still, fine plain goods, until very recently, have stood the ordeal well, the consumption keeping pretty fully up to production, so that quotations have been marked down only as cotton has declined. In fact, standard sheetings have all along shown a better profit than a year ago, though the discounts from quotations said to be allowed since the last auction sale have probably changed this condition also. But, as already indicated, the greatest decline has from the first been in colored and dress goods,—cottonades, ginghams, &c.,—the loss in those taking the largest quantity of cotton to the yard being the greatest, and the poorest quality faring worst of all, some mills being compelled to stop production, not able to stand the loss.

An additional feature unfavorable to an active demand and to prices of goods, has been the drooping cotton market. To begin the season with quotations low for the raw material, and to have it continue with an upward tendency subsequently, is always an advantage to the spinner. Cotton producers are apt to think that cotton manufacturers are interested in bearing the market for the raw material and therefore in having extravagant estimates of the crop put out. That is not a fact; they are only interested in obtaining a true forecast of production and consumption. If they had their choice, they would, as stated above, always see a steady market the early weeks of the crop year and rising prices subsequently.

With regard to print cloths the results are perhaps some what better than for the previous twelve months. From this it is not to be inferred that the year has been a profitable one. Of course in the best managed and best equipped factories there always seems to be a margin between sales and cost of production. But all mills having inferior machinery have fared poorly. The conditions which have favored manufacturers in this department are a decrease to some extent in the cost of the goods to them and a decrease in yards produced. As a result of the latter fact, stocks of print cloths are to-day (September 1) only 692,000 pieces against 1,348,000 pieces at same date last year, 1,205,000 pieces in 1881 and 752,000 pieces in 1880. The falling off in production is due in part to a diminished desire to turn out goods and in part to a change in manufacture by some mills from prints to ginghams, &c. Last year the public was laboring under the hallucination that prices of everything would be very high the latter part of the season, and especially of cotton, and hence that one could not have too large a stock of anything, but more particularly of print cloths. This year no one seems to desire more than enough to supply present wants. The daily ruling prices for print cloths have been as follows.

DAILY PRICES OF PRINTING CLOTHS FROM SEPT. 1, 1882, TO AUG. 31, 1883.

Day.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.
1	3.85	S.	3.69	3.69	H.	3.69	3.73	S.	3.59	3.62	S.	3.48
2	3.85	3.83	3.69	3.69	3.69	3.73	3.73	3.62	3.59	3.62	3.63	3.48
3	S.	3.79	3.69	S.	3.69	3.75	3.73	3.60	3.59	S.	3.43	3.48
4	3.85	3.77	3.69	3.69	3.69	S.	S.	3.60	3.59	3.62	H.	3.48
5	3.85	3.77	S.	3.69	3.65	3.75	3.73	3.60	3.63	3.62	3.63	S.
6	3.85	3.75	3.69	3.69	3.65	3.75	3.73	3.59	S.	3.62	3.63	3.48
7	3.85	3.75	H.	3.69	S.	3.79	3.71	3.59	3.63	3.62	3.60	3.48
8	3.85	S.	3.69	3.69	3.65	3.81	3.69	S.	3.69	3.62	S.	3.48
9	3.85	3.75	3.69	3.69	3.63	3.81	3.69	3.56	3.69	3.62	3.60	3.48
10	S.	3.69	3.62	S.	3.63	3.81	3.65	3.66	3.69	S.	3.60	3.48
11	3.85	3.66	3.63	3.69	3.61	S.	S.	3.56	3.69	3.62	3.60	3.48
12	3.85	3.69	S.	3.69	3.63	3.81	3.69	3.56	3.69	3.62	3.60	S.
13	3.85	3.69	3.63	3.69	3.63	3.81	3.69	3.56	S.	3.62	3.60	3.48
14	3.85	3.69	3.63	3.69	S.	3.81	3.66	3.56	3.69	3.62	3.60	3.48
15	3.85	S.	3.63	3.69	3.63	3.81	3.65	S.	3.69	3.62	S.	3.48
16	3.85	3.69	3.63	3.69	3.63	3.81	3.65	3.69	3.69	3.62	3.60	3.47
17	S.	3.69	3.63	S.	3.63	3.81	3.65	3.69	3.69	S.	3.59	3.46
18	3.85	3.69	3.63	3.69	3.63	S.	S.	3.60	3.69	3.62	3.59	3.46
19	3.85	3.67	S.	3.69	3.63	3.75	3.63	3.60	3.69	3.63	3.56	S.
20	3.85	3.67	3.63	3.69	3.63	3.75	3.63	3.60	S.	3.63	3.56	3.46
21	3.85	3.62	3.63	3.69	S.	3.75	3.63	3.60	3.69	3.63	3.53	3.46
22	3.85	S.	3.63	3.69	3.63	H.	3.63	S.	3.69	3.63	S.	3.46
23	3.85	3.62	3.65	3.69	3.63	3.75	3.63	3.60	3.69	3.63	3.53	3.46
24	S.	3.62	3.67	S.	3.63	3.75	3.63	3.60	3.61	S.	3.50	3.46
25	3.85	3.62	3.69	H.	3.69	S.	S.	3.60	3.62	3.63	3.50	3.46
26	3.85	3.62	S.	3.69	3.69	3.75	3.63	3.60	3.62	3.63	3.50	S.
27	3.85	3.62	3.69	3.69	3.69	3.75	3.63	3.60	S.	3.63	3.50	3.46
28	3.84	3.69	3.69	3.69	S.	3.75	3.63	3.60	3.62	3.63	3.50	3.46
29	3.84	S.	3.69	3.69	3.69	.....	3.63	S.	3.62	3.63	S.	3.46
30	3.84	3.69	H.	3.69	3.69	.....	3.63	3.60	H.	3.63	3.48	3.46
31	.....	3.69	.....	S.	3.69	.....	3.63	.....	3.62	.....	3.48	3.46

The relative position of goods and cotton may be at a glance approximately determined on the basis of the following comparison of prices of cotton, standard sheetings, Lancaster gingham, and printing cloths, the first day of each month for the past three years.

First Day of Each Month.	Year Ending with Aug. 31—											
	1882-83.				1881-82.				1880-81.			
	Low Midd'y Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths, 61x64.	Low Midd'y Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths, 61x64.	Low Midd'y Up'd Cotton.	Standard Sheetings.	Lancaster Gingham.	Printing Cloths, 61x64.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Sept.	12 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	3-85	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>8</sub>	11 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>8</sub>	....	3 <sup>7</sup> / <sub>8</sub>
Oct.	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	3-83	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4	11	7 <sup>3</sup> / <sub>8</sub>	....	4 <sup>7</sup> / <sub>8</sub>
Nov.	10 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	3-69	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4	10 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>8</sub>	....	4 <sup>7</sup> / <sub>8</sub>
Dec.	10	8 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	3-69	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	....	4 <sup>7</sup> / <sub>8</sub>
Jan.	9 <sup>3</sup> / <sub>4</sub>	8	8 <sup>1</sup> / <sub>2</sub>	3-69	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	4	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4 <sup>7</sup> / <sub>8</sub>
Feb.	9 <sup>1</sup> / <sub>2</sub>	8	8 <sup>1</sup> / <sub>2</sub>	3-69	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4 <sup>7</sup> / <sub>8</sub>
Mar.	9 <sup>1</sup> / <sub>2</sub>	8	8	3-73	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3-73	11	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	4 <sup>7</sup> / <sub>8</sub>
Apr.	9 <sup>1</sup> / <sub>2</sub>	8	8	3-62	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3-77	9 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>
May.	10	8	8	3-59	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3-94	9 <sup>7</sup> / <sub>8</sub>	8	10 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>
June.	10 <sup>1</sup> / <sub>2</sub>	8	8	3-62	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3-81	10 <sup>1</sup> / <sub>2</sub>	8	10 <sup>1</sup> / <sub>2</sub>	4
July.	9 <sup>1</sup> / <sub>2</sub>	8	8	3-63	12 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	9	3-85	10 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>
Aug.	9 <sup>1</sup> / <sub>2</sub>	8	8	3-48	12 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	8	3-85	11 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	3 <sup>7</sup> / <sub>8</sub>

NOTE.—Sheetings—Agents' prices (for Atlantic A) are given. Printing Cloths—Manufacturers' prices.

In addition to the foregoing, which are our usual tables of prices, we have also prepared the following as further illustrating our remarks above.

	1881.	1882.	1883.
Fouthern 3 yd sheetings {	Jan. 1, 7 <sup>1</sup> / <sub>2</sub> net.	Jan. 1, 7-40 net.	Jan. 1, 6 <sup>1</sup> / <sub>2</sub> net.
Pepperell R fine sheetings {	Sept. 1, 7 <sup>1</sup> / <sub>2</sub> net.	Sept. 1, 7 net.	Sept. 1, 6 <sup>1</sup> / <sub>2</sub> ret.
Wamsutta 4-4 blech. cot'ns {	Jan. 1, 8	Jan. 1, 8	Jan. 1, 7
Lonsdale 4-4 blech. cot'ns {	Sept. 1, 7 <sup>1</sup> / <sub>2</sub>	Sept. 1, 7 <sup>1</sup> / <sub>2</sub>	Sept. 1, 7
61x64 4-4 bleached cottons {	Jan. 1, 12 <sup>1</sup> / <sub>2</sub>	Jan. 1, 13	Jan. 1, 11 <sup>1</sup> / <sub>2</sub>
Standard fancy prints {	Sept. 1, 13	Sept. 1, 13	Sept. 1, 11 <sup>1</sup> / <sub>2</sub>
Shirting prints {	Jan. 1, 10	Jan. 1, 10 <sup>1</sup> / <sub>2</sub>	Jan. 1, 9 <sup>1</sup> / <sub>2</sub>
	Sept. 1, 10	Sept. 1, 10	Sept. 1, 9 <sup>1</sup> / <sub>2</sub>
	Jan. 1, 7	Jan. 1, 6 <sup>1</sup> / <sub>2</sub>	Jan. 1, 6 <sup>1</sup> / <sub>2</sub>
	Sept. 1, 6 <sup>1</sup> / <sub>2</sub>	Sept. 1, 6 <sup>1</sup> / <sub>2</sub>	Sept. 1, 5 <sup>1</sup> / <sub>2</sub> net.
	Jan. 1, 6 <sup>1</sup> / <sub>2</sub>	Jan. 1, 7	Jan. 1, 6 <sup>1</sup> / <sub>2</sub>
	Sept. 1, 7	Sept. 1, 6 <sup>1</sup> / <sub>2</sub>	Sept. 1, 6 <sup>1</sup> / <sub>2</sub>
	Jan. 1, 6	Jan. 1, 6	Jan. 1, 6
	Sept. 1, 6	Sept. 1, 6	Sept. 1, 5

NOTE.—Goods not marked "net" subject to a discount of 5 per cent on plain cottons and 6 per cent on prints.

The foregoing, with the help of the facts previously stated represents in brief the situation of the goods trade in the United States during the past twelve months. That is to say, the figures given, although by no means a perfect guide to exact results, present an indication of the nature of the balance sheets the managers have been able to make for the twelve months now closing. It is to be said, however, that in dull times the discounts allowed prevent exact conclusions being drawn from any table of quotations.

We thus see that the year, like its predecessor, has not in most departments proved satisfactory to our cotton goods industry. In fact during the last eighteen months, though there has been all the time a large distribution of goods, production has run on just enough in advance of consumption to keep prices of most kinds of goods pretty steadily in buyers' favor. A year ago there were substantial evidences of improvement. The cost of production had been lessened by a new adjustment of wages, crops had been large, and some improvement in the demand seemed to be in progress. But the disorganizing forces affecting consumption were more radical than anticipated. A season of very short crops (the most extended and serious disaster our agricultural interests ever suffered), preceded by and concurrent with a profuse conversion of floating into fixed capital, crippled the purchasing power of the people, and suddenly arrested consumption after it had been stimulated to an unusual degree. Since then we have been liquidating, readjusting, and recuperating, the latter greatly favored by two bountiful harvests. But still, enterprise in spite of the wealth these eighteen months of rest have accumulated, revives very slowly. Capital (as it did prior to 1879) seeks savings banks, trust companies, temporary loans, perfect security, instead of active employment, frightened by the currency evil our monetary system is nurturing. No one knows when the work of 1879 is to be undone, but that it surely will some day, if silver dollars continue to be coined, every thoughtful man acknowledges. So in the meantime capital takes short flights, or none at all. With this single exception everything favors a speedy revival of our industries.

It is scarcely necessary to add that, like last year, the consumption of our mills has not equaled their capacity. This is evident from what has been already said. In the first place it is reasonable that spindles should not be pressed during a year of poor trade and unremunerative prices; hence there is always considerable difference in the aggregate of spinners' consumption between a good season and an unprofitable one, even when there is no actual stoppage or change in the quality of goods produced. This year, however, there has been loss from both these causes. Our spinners have not run on goods weighing the full average, the tendency being to produce the finer makes, as they have all the time been the more profitable; and furthermore, certain descriptions of goods have netted so much loss that some mills have been forced to stop altogether.

Then again, in addition to these circumstances, preventing a full consumption by spinners, was the lack of water, which began with the drought of last fall, being so severe that farm-wells, springs and small streams dried up before the winter's frosts came; this was made continuous, as to the rivers supplying water-power to the mills, by the freezing of the whole surface, which so remained without a thaw for five months in Maine, New Hampshire and Vermont; also, though of less duration, in Massachusetts, Connecticut and Rhode Island. Most of the large mills at Manchester, Lawrence, Nashua, Saco, Biddeford, Lewiston, &c., and in Rhode Island and Connecticut generally, have auxiliary steam power, and kept up their production of cloth. But the smaller mills, of which there are a great many on small streams, have not any steam power, and as their water fails their use of cotton falls.

On the other hand there has been considerable increase in spinning power during the year. This has been brought about by replacing old spindles and thus enlarging, by the substitution of new ones, their efficiency and capacity for the production of yarn; also by the actual addition to the number of spindles by the completion of new factories and the extension of old ones. These movements were in full progress in the early months, but to a far less extent as the season closes, the decline in the production of spinning machinery beginning as early as last January. The total of additional spindles put in during the year (not including the substitution of new for old) is about 660,000, making the aggregate at the end of the year for the entire country about 12,660,000 spindles. The year's increase in the South is relatively large, 180,000 spindles, because in many cases mills begun long previously did not get their spindles at work until 1882-83. The totals Sept. 1 for the last three years are believed to be about as follows.

Sept. 1.	1881.	1882.	1883.
North .....	10,765,000	11,320,000	11,800,000
South .....	610,000	680,000	860,000
Total .....	11,375,000	12,000,000	12,660,000

Respecting the export movement of cotton goods there is nothing gratifying to report. The condition of the general trade indicates, as has been shown, that our manufacturers—although not running to full capacity—have been producing a surplus of goods over and above home wants, and yet the total shipment abroad is small in itself, very small in its relation to the field to be covered, and is annually decreasing. If that is a record that meets the ambition of the country then let us be contented with it; but if we have desires more in accordance with our opportunities, and do not wish overproduction to be chronic in the years to come, it seems unwise not to seek and apply a remedy. Mr. Nimmo, the chief of the Bureau of Statistics, has kindly given us the figures for this year and we add to them for comparison previous years' results.

Exports of Cotton Manufactures.	Year Ending June 30—			
	1883.	1882.	1881.	1880.
Colored goods ... Yds.	34,066,292	29,525,672	68,184,293	37,758,166
Do Value.	\$2,648,278	\$2,326,319	\$4,983,312	\$2,956,760
Uncolored goods, Yds.	103,634,459	114,994,402	80,399,154	68,821,567
Do Value.	\$8,629,723	\$9,351,713	\$6,624,374	\$5,834,541
Otherman's of Value.	\$1,673,144	\$1,534,947	\$1,963,601	\$1,190,117
Total cotton manufactures export'd Value	\$12,951,145	\$13,212,979	\$13,571,287	\$9,981,418

This is certainly a sorry exhibit—a total less than last year, while even last year's was less than the previous year—a paltry 13 million dollars against Great Britain's 380 millions. And yet, as we have often said, there is no industry in which our advantages are so positive. We grow the cotton and consequently the difference in freight on the raw material should



make an important saving, especially in the cost of the coarser yarns; we have the best appointed factories in the world and the most intelligent workmen, so that it is believed that wages reckoned in production of goods are very little higher here than in Europe; we have customers which are so near that they can be more cheaply reached by us than by other producers. With such relations to the world's markets it seems as if we ought even now to make a better showing than the above indicates; but if not, the country should know the reason for the failure and remove it if possible. Some claim that England is trading on a smaller margin than she was and paying lower wages, while in producing shoddy cloths with a fine finish (as suitable as better goods for many markets) no one can equal her; furthermore, she has the trade and finds it easy to keep it. These suggestions would have more weight if we were gaining ever so little ground and not losing.

Such in brief are the more prominent features of the goods trade during the past year. As a whole the results are seen to be neither satisfactory nor up to expectations. Still, manufacturers think there is real reason for looking forward more hopefully to the future. Stocks of goods are believed to be small throughout the country (the surplus, for the reasons stated, being now wholly in spinners' hands), so that a little greater activity in the demand would relieve the pressure in those departments where the production is now excessive. Below we give our usual statement of the takings of cotton by spinners North and South during the year.

Total crop of the United States, as above stated.....bales. 6,992,231  
Stock on hand commencement of year (Sept. 1, 1882).....  
At Northern ports..... 98,892  
At Southern ports..... 21,830 —120,722  
At Providence, &c., Northern interior markets..... 3,510 —124,232

Total supply during year ending Sept. 1, 1883..... 7,116,466

Of this supply there has been—

Exported to foreign ports during the year.....4,715,709

Less foreign cotton included..... 8,224—4,737,495

Sent to Canada direct from West..... 36,542

Burnt North and South..... 1,410

Stock on hand end of year (Sept. 1, 1883).....

At Northern ports.....bales. 135,180

At Southern ports..... 96,926—232,106

At Providence, &c., Northern interior markets..... 5,011—5,012,531

Total takings by spinners in the United States, year ending September 1, 1883..... 2,103,912

Taken by spinners in Southern States, included in above total..... 341,000

Total takings by Northern spinners.....bales. 1,772,912

⚡ Burnt includes not only what has been thus destroyed at the Northern and Southern outposts, but also all burnt on Northern railroads and in Northern factories. Every fire which has occurred, either in a mill or on a railroad in the North, during the past year, we have investigated; and where there was cotton lost, have sought, and in almost every case obtained, a full return of the loss.

These figures show that the total takings by spinners North and South during 1882-3 have been 2,103,912 bales, of which the Northern mills have taken 1,772,912 bales and Southern mills 331,000 bales. The large increase at the South we have already explained. As to the North, the takings have exceeded consumption, low prices, added to excellence of grade and staple, inducing increase in stocks. The average of yarn is of higher count than ever before, and that, added to the less wasteful staple, the heavier bales, and poor trade in some departments, is the reason for the small consumption, notwithstanding the very considerable addition made to the spindles. In fact, the consumption would have been even smaller had not more cotton this year gone into heavy draperies, hangings, &c. Our summary of takings and consumption on the basis of no stocks in the hands of Northern spinners on September 1, 1875, reaches the following results for the years since that date. The width of our columns compels us to omit the years 1875-76 and 1876-77, but they are the same as in our last report.

Takings and Consumpt'n.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.
Taken by—	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Northern mills.....	1,308,293	1,416,000	1,621,805	1,681,804	1,661,206	1,772,912
Southern mills.....	148,000	152,000	179,000	205,000	238,000	331,000
Tot. takings from crop	1,546,293	1,568,000	1,800,805	1,886,804	1,899,206	2,103,912
Stock held by mills...	47,016	63,314	27,274	91,079	127,883	61,883
Total year's supply....	1,593,314	1,632,274	1,831,079	1,982,883	2,027,089	2,164,795
Consumpt'n (estimated)						
Northern mills.....	1,342,000	1,453,000	1,561,000	1,650,000	1,728,300	1,730,000
Southern mills.....	148,000	152,000	179,000	205,000	238,000	331,000
Total consumption....	1,530,000	1,605,000	1,740,000	1,855,000	1,966,300	2,061,000
Tot. supply as above....	1,593,314	1,632,274	1,831,079	1,982,883	2,027,089	2,164,795
Leav'g mill st'ks Sept. 1	63,314	27,274	91,079	127,883	60,883	103,755

The foregoing leaves stocks in spinners hands at 103,795 bales, and shows that the United States consumed last year 2,061,000 bales of cotton.

### Weight of Bales.

The gross weight of bales and of the crop this year we have made up as follows. We give last year's statement for comparison.

Crop of—	Year ending September 1, 1883.			Year ending September 1, 1882.		
	Number of bales.	Weight in pounds.	Average weight.	Number of bales.	Weight in pounds.	Average weight.
Texas.....	887,418	451,073,059	517.90	459,340	241,500,938	504.16
Louisiana.....	1,099,479	822,540,123	480.28	1,101,230	556,040,472	469.73
Alabama.....	313,228	158,433,853	505.91	265,040	131,109,087	494.68
Georgia.....	814,448	407,530,695	489.00	764,823	300,805,250	471.75
So. Carolina.....	593,914	280,081,150	475.00	522,299	241,978,103	469.72
Virginia.....	905,233	473,243,244	475.51	813,174	389,510,346	479.00
No. Carolina.....	181,528	85,439,783	470.67	185,037	80,737,944	468.76
Tenn'ssee, &c.....	1,488,986	713,495,379	499.33	1,234,380	598,213,248	476.33
Total crop.....	6,992,231	3,430,546,794	490.62	5,435,845	2,583,089,378	475.67

\* Including Florida.

According to the foregoing, the average gross weight per bale this season was 490.62 lbs., against 475.67 lbs. in 1882, or 14.95 lbs. more than last year, which indicates 32.67 per cent increase in the total weight of the crop. Had, therefore, only as many pounds been put into each bale as during the previous season, the crop would have aggregated 7,312,000 bales. The relation of the gross weights this year to previous years may be seen from the following comparisons.

Season of—	Crop.		Average Weight per Bale.
	Number of Bales.	Weight, Pounds	
1882-83.....	6,992,231	3,430,546,794	490.62
1881-82.....	5,435,845	2,583,089,378	475.67
1880-81.....	6,589,329	3,201,516,730	485.88
1879-80.....	5,757,397	2,772,418,480	481.75
1878-79.....	5,073,531	2,400,205,255	473.08
1877-78.....	4,811,265	2,309,908,907	480.10
1876-77.....	4,485,423	2,100,465,086	468.28
1875-76.....	4,469,288	2,201,410,024	471.46
1874-75.....	3,832,991	1,786,934,765	468.90
1873-74.....	4,170,383	1,956,742,297	469.00

The weights of bales as given above do not of themselves absolutely determine the relative production of cotton each year; that can only be accurately measured by testing the spinning qualities of the staple. Trash or dirt cannot make cloth; furthermore, a staple with much fly waste or short fibre is of course less productive than one in which it does not abound. Thus the crop of 1880-81 was a marvelously dirty and unproductive one. The fall season was extremely stormy and rainy, and the amount given in our record as raised probably made less cloth per pound of cotton than the production of any year in the statement. On the other hand, the crop of 1881-82 was in these particulars and in general spinning qualities quite the reverse of the previous one, and very like that of 1879-80. This season (1882-83) probably we have as productive a crop as we ever grew; not as high a grade on the average as the previous one, but its superior in spinning qualities—that is, any given grade affording more pounds of yarn to the same number of pounds of cotton. This is due to the extremely small amount of short fibre or fly waste in the crop, and, further, to the absence of heavy waste, the latter being brought about by the increasing and more general use of condensers and other appliances to the gins for blowing and knocking out the sand and dust the staple collects in the fields.

### The New Crop and its Marketing.

Of the growing crop there is far less accord in the opinions expressed than there was a year ago. Then the belief seemed to be quite general that we had raised about as much cotton as the acreage would produce. The view we expressed in our crop report the 1st of last September, "that with a favorable fall season the Southern States, taken as a whole, would produce "on the acreage planted a very full crop of excellent quality," was nothing more than the reflection of the current opinions of the day. The plant was late both in its start and maturity; but with that exception the conditions favored it almost throughout. There were, however, a good many complaints in August, as there always are, the report over a wide section being that excessive rains were causing extensive shedding and preventing the maturity of the fruit. There were, of course, other reports of harm done, but in general they were believed to have very little basis, and in most cases the injury resulting was nominal.

This season the conditions have beyond a doubt been less uniformly favorable, especially in August. (1.) The start was like last year's in being late, April proving as a rule stormy, and May, until towards the close, cool and dry, more especially in the Atlantic States. (2.) On the 1st of June however the stand was in good condition, though still very small and backward, the fields being clean and well cultivated. (3.) As to the



summer growth, it has been attended with complaints, first of excessive rains in some districts in June, and then of drought and caterpillars over a wide area in July and August. The June rains stopped so soon, that they proved to be of more benefit than harm, and the loss from caterpillars is generally admitted to be up to this time small, except in very limited districts. The drought, however, has undoubtedly left its mark, though it has been broken by abundant rains in two thirds of the cotton belt affected by it. (4) We can see, therefore, no evidence at the moment supporting the current large popular estimates of loss. The acreage is at least 5 per cent larger than last year, nearly all reports of condition and prospects were favorable until the middle of July or later, and the dry period since then, though severe, has been short compared with two years ago, and as a general rule accompanied with less extreme temperature. A significant fact bearing upon these latter points is the report from some of the worst sections, that the corn crop has been either very good or fairly successful. It will be remembered that in 1881-82 corn and all other crops as well as cotton proved a failure in almost every Southern State. This marked difference, if there were no other evidence, shows of itself that there is no comparison between the two seasons.

While, therefore, we are inclined to-day to look for a decrease in the aggregate yield, we cannot, if the fall season is favorable, see any evidence that it will be large enough in amount to affect the sufficiency of the world's supply. Those who do not wish to repeat the error of two years ago, should remember that the crop of 1882-83 has not only provided for spinners' consumption, but has also increased stocks visible and invisible nearly 700,000 bales. Hence, with the contribution from other countries unchanged, and our crop a million bales less (there is no present probability of the loss being nearly so great), unless there is an unexpected revival in the spinning industry throughout the world, the year would close with the total visible and invisible stocks considerably larger than they were October 1st, 1882.

Respecting the maturity of the plant, it certainly has been hastened by the warmer, dry weather prevailing during late weeks. Now it is probably a little more advanced than the crop was last September, but not so forward as either in 1880 or 1881. Bearing on this point we give date of receipt of first bale.

	Date of Receipt of First Bale.						
	1877.	1878.	1879.	1880.	1881.	1882.	1883.
<b>Virginia—</b>							
Norfolk .....				Aug. 19	Aug. 16	Sept. 5	Aug. 29
<b>No. Carolina—</b>							
Charlotte .....		Aug. 12	Aug. 30	Aug. 21	Aug. 16		Aug. 23
Wilmington .....		Aug. 13	Aug. 28	Aug. 18	Aug. 16	Aug. 23	Aug. 23
<b>So. Carolina—</b>							
Charleston .....	Aug. 21	Aug. 5	Aug. 13	Aug. 12	Aug. 6	Aug. 12	Aug. 17
<b>Georgia—</b>							
Augusta .....	Aug. 27	Aug. 8	Aug. 14	Aug. 12	Aug. 10	Aug. 15	Aug. 15
Atlanta .....	Aug. 28	Aug. 10	Aug. 22	Aug. 16	July 24	Aug. 4	Aug. 26
Savannah .....							
From Ga. ....	Aug. 7	July 25	Aug. 1	July 18	Aug. 2	July 6	
From Fla. ....	Aug. 7	Aug. 2	Aug. 9	July 22		Aug. 19	Aug. 10
Macon .....	Aug. 3	Aug. 2	Aug. 9	Aug. 4	July 23	Aug. 10	Aug. 8
Columbus .....	Aug. 11	Aug. 3	Aug. 14	Aug. 2	Aug. 5	Aug. 7	Aug. 7
Griffin .....	Aug. 29	Aug. 21	Aug. 25	Aug. 22	Aug. 14	Sept. 4	Aug. 22
Albany .....						July 11	July 5
<b>Alabama—</b>							
Montgomery ..	Aug. 10	Aug. 2	Aug. 9	Aug. 2	July 30	Aug. 8	Aug. 6
Mobile .....	Aug. 11	Aug. 3	Aug. 4	Aug. 16	Aug. 3	Aug. 15	Aug. 7
Selma .....	Aug. 11	Aug. 2	Aug. 14	Aug. 14	July 30	Aug. 10	Aug. 5
Eufaula .....	Aug. 9	Aug. 7	Aug. 9	July 31	July 28	Aug. 10	Aug. 8
<b>Louisiana—</b>							
New Orleans—							
From Texas ..	July 10	June 30	July 7	Aug. 8	July 30	July 11	July 10
"Miss. Val. ....	Aug. 10	July 31	July 31	Aug. 8	July 31	Aug. 20	Aug. 13
Shreveport ....	Aug. 9	Aug. 8	Aug. 7	Aug. 13	Aug. 3	Aug. 7	Aug. 7
<b>Mississippi—</b>							
Vicksburg .....	Aug. 14	Aug. 9	Aug. 18	Aug. 14	Aug. 2	Aug. 23	Aug. 15
Columbus .....	Aug. 24	Aug. 20	Aug. 27	Aug. 21	Aug. 12	Aug. 20	Aug. 15
<b>Arkansas—</b>							
Little Rock .....				Aug. 14		Sept. 4	Aug. 22
<b>Tennessee—</b>							
Nashville .....	Sept. 4	Aug. 18	Aug. 14	Aug. 19	Aug. 8	Aug. 17	Aug. 31
Memphis .....	Sept. 1	Aug. 12	Aug. 30	Aug. 19	Aug. 6	Sept. 2	Aug. 23
<b>Kentucky—</b>							
Louisville .....						Aug. 21	Aug. 8
<b>Texas—</b>							
Galveston .....	July 13	June 30			July 12		
From Br. w. ....	Aug. 1	July 17	July 2	July 12	July 11	July 9	July 16
First other .....	Galv. Co.	Lavaca Co.	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.
Where from .....	County	County	County	County	County	County	County
Houston .....	July 9	July 5	July 5	July 5	July 5	July 5	July 5
Where from .....	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.	De Witt Co.
Baltimore .....	Aug. 16	Aug. 17	Aug. 2	Aug. 18	Aug. 9	Aug. 4	Aug. 4
Dallas .....							

\* Passed through New Orleans at this date. † From Georgia.

In some respects a better indication as to maturity is the arrivals of new cotton to September 1. In 1880, and to a greater extent in 1881, the speculation and corner in futures led to the most persistent efforts to push cotton forward as fast as picked. Last year there was perhaps a little less inducement, but no hindrance to a free movement, unless the yellow fever may have acted as such in a small district in Texas. This year there have been yellow fever rumors at New Orleans (though as appears wholly without cause) which may possibly have had some slight effect on cotton arrivals. Other than that, there has been nothing to retard the movement except low prices, and no speculation to hasten it.

ARRIVALS OF NEW COTTON TO SEPTEMBER 1.

	1877.	1878.	1879.	1880.	1881.	1882.	1883.
Charlotte, N. C. ....	7	1	29	50			15
Charleston, S. C. ....	1,408	140	2,550	2,500	1,450	500	
Augusta, Ga. ....	117	1,589	103	1,800	1,592	652	356
Atlanta, Ga. ....	3	50	12	350	450		25
Savannah, Ga. ....	227	4,765	521	12,438	10,108	4,958	3,278
Macon, Ga. ....	113	1,286	135	1,217	1,225	356	589
Columbus, Ga. ....	72	723	79	425	738	535	325
Rome, Ga. ....		42	5	121	187		6
Montgomery, Ala. ....	304	795	604	1,163	3,165	688	* 500
Mobile, Ala. ....	58	530	185	808	1,878	47	125
Selma, Ala. ....	137	803	450	1,100	2,000	200	650
Eufaula, Ala. ....	243	898	205	768	1,646	448	365
New Orleans, La. ....	419	1,113	734	1,798	4,279	1,196	1,226
Shreveport, La. ....	56	187	277	231	945	37	340
Vicksburg, Miss. ....	49	* 200	18	125	682	1	* 10
Columbus, Miss. ....					128	1	19
Nashville, Tenn. ....	None.	10	3	40	56	3	3
Memphis, Tenn. ....	1	48	1	80	880		30
Galveston, Texas. ....	1,051	8,691	10,527	10,517	17,098	15,677	22,738
Dallas, Texas. ....	18	39	45	131	1,026	3	110
Total all ports to September 1. ....	2,865	23,184	14,042	35,691	50,633	26,253	31,250

\* Estimated; no returns received.

† This is the amount returned as new cotton by the railroads; it is estimated, however, that the actual receipts were much larger, as in many cases the roads did not distinguish between old and new cotton.

### Sea Island Crop and Consumption.

We have again to acknowledge our indebtedness to the kindness of the various receivers and shippers of Sea Island cotton, through whose assistance we are able to continue our annual report of that staple. As our readers are aware, no record is kept of the export movements of Sea Island except for the ports of Charleston and Savannah. For the Northern ports Custom House manifests furnish no guide. We have found it impossible, therefore, to perfect these figures except by special correspondence in every case with the consignee or the shipper, and in this way following every bale of Sea Island after it appeared at a Southern outport, until it either had actually been exported or taken for consumption. We should also state that for the shipments of cotton direct from Florida to ports other than Charleston and Savannah, we have in the case of each consignment, at the time of its receipt, procured from the receivers the exact number of bales of Sea Island received.

<b>Florida.</b>			
—1882-83.		—1881-82.	
Receipts at Savannah, bales	8,878		9,329
Receipts at Charleston .....	2,232		7,006
Receipts at New York, &c.	6,812		4,701
Shipments to Liverpool from Florida direct. ....	112		806
Tot. Sea Island crop of Fla.	18,054		21,842
<b>Georgia.</b>			
Receipts at Savannah. ....	11,939		17,229
Receipts at Brunswick, &c.	43—12,904		—17,229
<b>Deduct—</b>			
Receipts from Florida .....	8,878		11,180
Receipts from Charleston. ....	8,878		—11,180
Tot. Sea Island crop of Ga.	3,126		6,049
<b>South Carolina.</b>			
Receipts at Charleston. ....	15,469		15,971
Receipts at Beaufort. ....	2,498—17,967		1,677—17,648
<b>Deduct—</b>			
Receipts from Florida, &c.	2,252		7,006
Tot. Sea Island crop of S.C.	15,715		10,642
<b>Texas.</b>			
Receipts at Galveston ....	* 29		19
Tot. S. Island crop of Tex.	29		19
Total Sea Island crop of the United States. ....	36,924		39,552

\* The actual receipts at Galveston were 94 bags of 111 lbs. each, which, reduced to the average weights of Sea Island, makes only 29 bales.

The distribution of the crop has been as follows.

Ports of—	Supply year ending Sept. 1, 1883.			How Distributed.		Of which Exported to—		Total Foreign Exports.
	Stock Sept. 1, 1882.	Net Crop.	Total Supply.	Stock, Sept. 1, 1883.	Leas'g for Dis. trib'n.	Great Brit'n.	Havre.	
S. Carolina. ....	64	15,715	15,779	9	15,770	5,033	427	5,480
Georgia. ....	66	3,126	3,192	15	3,177	583	30	613
Florida. ....	18,054	18,054		18,054	112			112
Texas. ....	29	29		29				
New York. ....						9,820	1,395	11,215
Boston. ....								
Baltimore. ....						5,997	40	6,037
Philadelph. ....								
Total. ....	130	36,924	37,054	24	37,030	21,565	1,892	23,457

From the foregoing we see that the total growth of Sea Island this year is 36,924 bales; and with the stock at the beginning of the year (130 bales), we have the following as the total supply and distribution.

This year's crop.....bales. 36,924  
Stock Sept. 1, 1882.....130

Total year's supply.....bales. 37,054

Distributed as follows:  
Exported to foreign ports.....bales. 23,457  
Stock end of year.....24-23,451

Leaving for consumption in United States.....bales. 13,573

We thus reach the conclusion that our spinners have taken of Sea Island cotton this year 13,573 bales, or 1,189 bales less than in the previous year. The following useful table shows the crops and movement of Sea Islands since the war.

Season.	Crop.				Foreign Exports.				Stock Aug. 31.
	Flori-da.	Geor-gia.	South-Carol-ina.	Texas.	Total.	Great Brit'n.	Conti-nent.	Total Exports.	
1862-63.....	18,054	3,126	15,715	29	36,924	21,505	1,802	23,457	13,573
1863-64.....	21,842	6,040	10,442	19	38,532	22,303	2,453	24,756	14,702
1864-65.....	18,410	3,739	14,845	8	36,942	20,259	1,136	21,395	11,270
1865-66.....	13,318	3,420	9,066	...	26,704	13,729	3,204	17,023	8,380
1866-67.....	13,716	2,052	7,133	2	22,903	10,456	2,212	12,668	6,396
1867-68.....	14,730	3,008	6,418	30	24,285	12,594	3,701	16,295	9,431
1868-69.....	11,214	1,686	4,911	25	17,836	11,895	1,369	13,264	4,908
1869-70.....	8,950	1,213	4,750	77	14,990	11,501	1,345	12,846	1,915
1870-71.....	8,313	1,110	7,400	204	17,027	13,139	1,907	15,046	2,192
1871-72.....	8,825	1,408	8,750	920	19,912	16,989	1,887	18,876	2,113
1872-73.....	10,724	1,290	13,150	1,100	26,264	22,847	622	23,469	1,523
1873-74.....	5,624	1,567	8,755	809	16,845	14,991	563	15,554	1,526
1874-75.....	8,753	3,914	7,218	704	21,689	19,844	61	19,905	1,672
1875-76.....	9,948	9,239	7,334	...	26,507	22,770	1,949	24,719	1,399
1876-77.....	6,703	6,371	5,698	...	18,772	13,388	1,851	15,239	1,388
1877-78.....	10,402	6,208	4,577	...	21,275	19,707	152	19,859	1,670
1878-79.....	11,212	10,015	11,001	...	32,228	30,314	392	30,706	1,597
1879-80.....	2,428	10,957	5,639	...	19,015	18,056	145	18,201	1,100
Total.....	203,275	77,498	153,564	4,021	438,618	318,440	29,382	348,422	10,974

The column of "American Consumption" in this table includes burnt in the United States.

### Movement of Cotton at the Interior Ports.

Below we give the total receipts and shipments of cotton at the interior ports and the stock on the first of September of each year.

TOWNS.	Year ending Sept. 1, 1883.			Year ending Sept. 1, 1882.		
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.
Augusta, Ga. ....	1-1,566	178,716	3,726	162,771	164,010	876
Columbus, Ga. ....	112,254	110,379	2,294	103,460	103,838	419
Macon, Ga. ....	58,082	56,570	2,582	59,370	59,687	1,070
Montgomery, Ala. ....	135,017	133,013	1,474	97,044	98,158	272
Selma, Ala. ....	108,417	107,076	1,504	73,510	74,007	163
Memphis, Tenn. ....	510,789	503,943	8,481	339,240	345,789	1,635
Nashville, Tenn. ....	45,498	45,282	895	59,867	62,092	679
Dallas, Texas. ....	48,157	47,920	255	25,917	26,766	18
Jefferson, Texas. ....	24,760	24,738	25	11,581	11,678	38
Shreveport, La. ....	10,715	10,601	3,619	64,837	66,340	157
Vicksburg, Miss. ....	117,085	117,021	15	137,145	137,776	99
Columbus, Miss. ....	39,432	39,361	11	28,390	28,725	46
Eufaula, Ala. ....	45,335	44,989	578	4,367	4,753	223
Griffin, Ga. ....	24,514	24,486	35	31,497	31,677	7
Atlanta, Ga. ....	141,738	139,336	3,342	126,080	126,249	910
Rome, Ga. ....	83,578	83,387	191	82,950	82,950	...
Charlotte, N. C. ....	55,177	55,070	160	33,748	33,795	...
St. Louis, Mo. ....	4-3,311	461,054	4,588	822,306	384,200	2,331
Cincinnati, O. ....	383,131	382,639	511	395,453	398,953	10
Total, old towns.....	2,685,344	2,659,565	34,771	2,263,533	2,289,441	8,902
Newberry, S. C. ....	23,659	23,643	21	15,793	15,478	...
Raleigh, N. C. ....	52,039	52,631	3-0	61,100	60,322	872
Petersburg, Va. ....	26,129	25,030	1,122	36,333	36,225	5
Louisville, Ky. ....	32,820	28,612	4,310	37,045	31,414	102
Little Rock, Ark. ....	54,076	53,699	3-9	25,771	26,092	12
Brenham, Tex. ....	37,654	38,248	1,042	32,227	32,387	1,636
Houston, Texas. ....	714,973	712,390	7,201	413,806	416,893	4,918
Total, new towns.....	941,365	934,473	14,385	606,185	609,217	7,493
Total, all.....	3,626,709	3,594,038	49,156	2,869,718	2,898,658	16,485

The shipments in this statement include amounts taken from these interior towns for home consumption and amounts burnt.

### Exports.

In the first table given in this report will be found the foreign exports the past year from each port to Great Britain, France and other ports, stated separately, as well as the totals to all the ports. In the following we give the total foreign exports for six years for comparison.

#### TOTAL EXPORTS OF COTTON TO FOREIGN PORTS FOR SIX YEARS.

FROM—	Exports (bales) to Foreign Ports for Year Ending Aug. 31.					
	1878.	1879.	1880.	1881.	1882.	1883.
N. Orleans.....	1,453,096	1,243,746	1,441,941	1,635,615	1,178,612	1,603,947
Mobile.....	164,093	123,214	111,687	116,263	46,366	45,290
No. Car.....	305,874	379,266	344,774	479,748	316,790	372,973
Georgia.....	354,086	461,904	424,092	507,943	338,623	419,009
Florida.....	225,174	353,817	301,874	488,758	263,447	526,372
No. Car.....	56,677	68,011	35,783	69,810	63,833	57,762
Virginia.....	159,357	203,536	257,065	328,818	331,817	401,713
New York.....	401,959	370,847	610,826	600,351	644,588	777,528
Boston.....	127,874	124,470	133,102	134,624	158,988	186,592
Philadel.....	25,144	26,349	41,593	74,142	90,911	104,488
Baltimore.....	58,367	95,203	122,073	157,911	155,752	148,128
Pitts. Me.....	9,176	...	...	...	...	...
San Fran.....	486	127	219	1,567	596	1,062
Tot. from U. States.....	3,346,640	3,467,565	3,865,621	4,596,279	3,595,031	4,745,709

Below we give a detailed statement of the year's exports from each port, showing the direction which these shipments have taken. Similar statements will be found in all our previous crop reviews, and a comparison as to the extent of the total movement to each port can therefore be made with back years.

To—	New Orleans.	Mobile.	Gulphon.	Charleston.	Savannah.	New York.	Baltimore.	Other Ports.	Total.
Liverpool.....	852,306	34,810	315,374	127,597	110,312	557,593	180,021	710,065	2,888,468
Hull.....	...	...	...	...	...	15,326	...	...	15,326
London.....	...	...	...	...	...	...	...	3	3
Calcutta.....	13,207	...	6,081	3,186	...	...	...	4,000	27,384
Glasgow.....	...	...	...	...	...	426	...	1	427
Havre.....	294,087	9,350	59,328	21,225	25,658	30,085	4,823	...	433,556
Antwerp.....	1,301	...	...	3,550	...	...	...	...	4,851
Dunkirk.....	1,700	...	...	...	...	100	...	...	1,800
Marseilles.....	127,787	...	94,632	57,217	100,962	54,241	69,381	2,140	510,420
Bremen.....	...	...	...	...	...	40,307	...	...	40,307
Amst'dm.....	...	...	1,280	1,350	22,479	19,032	...	...	44,141
Rot'tdam.....	2,840	...	...	...	...	4,761	2,903	...	10,513
Antwerp.....	8,450	...	...	...	...	20,050	...	...	3,728
Riga.....	...	...	2,945	...	...	...	...	...	2,905
Reval.....	123,908	...	12,980	80,780	61,101	...	...	11,972	246,831
Cronstadt.....	11,240	...	14,112	2,850	12,275	...	...	950	41,438
Constantinople.....	...	...	...	...	...	...	...	2,382	4,139
Sebastopol.....	20,244	...	8,490	21,700	...	...	...	...	50,438
Han. O.....	...	...	...	3,600	...	...	...	...	3,600
St. Petersburg.....	2,000	...	...	...	...	...	...	...	2,000
Copenhagen.....	...	...	...	...	...	6,777	...	...	5,077
Stockholm.....	...	...	...	...	...	1,503	...	...	1,503
Bombay.....	...	...	11,120	1,649	...	...	...	...	12,769
Batavia.....	...	...	2,289	1,369	...	...	...	...	3,649
Norrop'g.....	...	...	...	...	1,200	...	...	...	1,200
Calcutta.....	1,441	...	...	...	...	...	...	...	1,441
Galle.....	1,643	...	...	...	...	...	...	...	1,643
Udd'rille.....	...	...	...	...	1,386	...	...	...	1,386
Bergen.....	...	...	...	...	...	...	...	...	1,386
Burclom.....	45,414	1,100	...	75,034	52,150	2,594	...	9,737	186,069
Santander.....	2,400	...	...	...	...	...	...	...	2,400
Malaga.....	8,809	...	...	...	...	...	...	...	8,809
Coruna.....	1,240	...	...	...	...	...	...	...	1,240
Passages.....	1,150	...	...	...	1,150	...	...	...	2,300
Majorca.....	...	...	...	...	...	31	...	...	31
Bilbao.....	...	...	...	...	...	...	...	...	1,331
Uporto.....	...	1,006	...	...	...	...	...	...	1,006
Genoa.....	48,107	...	4,254	1,700	10,874	5,810	...	6,494	70,739
Saleruo.....	1,131	...	980	...	8,550	...	...	...	4,661
Naples.....	...	...	...	...	...	...	...	...	899
Trieste.....	4,308	...	...	...	...	...	...	...	4,308
Odessa.....	...	...	...	...	...	100	...	...	100
Venice.....	3,452	...	...	...	...	...	...	...	3,452
Vera Cruz.....	13,725	...	57,855	...	...	...	...	...	41,580
Other foreign ports.....	1,681	...	...	...	...	...	...	...	1,681
Total.....	1,003,947	45,206	520,372	372,973	418,008	717,528	248,128	752,473	4,745,709

\* Exports from Charleston include from Port Royal to Liverpool, 323 bales; and to Bremen, 2,990 bales.

† "Other Ports" include the following shipments:

From Philadelphia, 101,232 bales to Liverpool and 3,248 to Antwerp.  
From San Francisco, 924 bales to Liverpool and 138 to Antwerp.  
From Florida, 702 bales to Liverpool and 103 bales to Genoa.  
From Brunswick, Ga., 2 bales to Liverpool.

### THE DEBT STATEMENT FOR AUGUST, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of August, 1883:

#### INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Terms.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881.....	'70 and '71	May 1, '81	Q-F.	\$21,401,550	...
3s of 1882.....	July 12, '82	At option.	Q-A.	395,529,000	...
4s of 1891.....	'70 and '71	Sept. 1, '91	Q-M	192,365,950	57,634,050
1s of 1907.....	'70 and '71	July 1, 1907	Q-J.	579,013,750	154,596,800
4s, ref. effs. Feb. 26, '79.....	...	...	...	\$1,098,313,250	\$216,230,850
3s, navy p.f.d. July 23, '68.....	...	...	...	...	\$334,950
Aggregate of interest-bearing debt.....	...	...	...	...	\$1,328,878,950

\* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$2,047,262 interest over-due and not yet called for. The total current accrued interest to date is \$8,628,383.

#### DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment of \$6,383,165 principal and \$353,347 interest. Of this interest, \$205,018 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$358,600; do 1864, \$50,400; do 1865, \$61,150; consols of 1865, \$331,750; do 1867, \$711,050; do 1868, \$111,550; 10-40s of 1864, \$



RECAPITULATION.

	Amount Outstanding.	Interest.
<b>Interest-bearing debt—</b>		
Bonds at 5 per cent, continued at 3½	\$21,404,550	
Bonds at 4½ per cent.	250,000,000	
Bonds at 4 per cent.	737,610,550	
Bonds at 3 per cent.	305,520,000	
Refunding certificates.	334,850	
Navy pension fund.	14,000,000	
Total interest-bearing debt.	\$1,328,878,950	\$10,675,650
<b>Debt on which int. has ceas'd since maturity</b>	6,553,165	353,347
<b>Debt bearing no interest—</b>		
Old demand and legal-tender notes.	346,739,891	
Certificates of deposit.	12,145,000	
Gold and silver certificates.	175,644,721	
Fractional currency.	6,997,796	
Total debt bearing no interest.	\$541,527,408	
Unclaimed Pacific Railroad interest.		4,229
Total.	\$1,876,989,323	\$11,033,227
Total debt, principal and interest, to date.	\$1,888,022,751	
Total cash in Treasury.		351,503,936
Debt, less cash in Treasury, Sept. 1, 1883.		\$1,536,518,765
Debt, less cash in Treasury, Aug. 1, 1883.		1,543,190,616
Decrease of debt during the past month.		\$6,671,851
Decrease of debt since June 30, 1883.		\$14,572,441
<b>CURRENT LIABILITIES—</b>		<b>Interest.</b>
Interest due and unpaid.		\$2,047,262
Debt on which interest has ceas'd.		6,553,165
Interest thereon.		353,347
Gold and silver certificates.		175,644,721
U. S. notes held for redemption of certificates of deposit.		12,145,000
Cash balance available Sept. 1, 1883.		134,730,430
Total.		\$351,503,936
AVAILABLE ASSETS.		
Cash in the Treasury.		\$351,503,936

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.  
INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific ..	\$25,885,120	\$23,452,555	\$4,593,000	\$18,211,282
Kansas Pacific ..	6,303,000	6,129,333	2,973,032	3,156,300
Union Pacific ..	27,236,512	24,957,850	9,153,439	15,804,410
Central Br. U. P. ..	1,600,000	1,549,808	158,987	1,383,893
Western Pacific ..	1,970,560	1,668,248	9,367	1,658,881
Sioux City & Pac. ..	1,628,320	1,464,397	121,395	1,342,901
Total .....	\$64,623,512	\$59,222,093	\$17,009,223	\$41,557,670

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, AUGUST 31, 1883.

P. st-off Department account.	\$6,876,569 12
Debiting officers' balances.	33,209,580 54
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation"	35,129,138 60
Undistributed assets of failed national banks.	323,253 34
Five per cent fund for redemption of nat'l bank notes.	14,066,436 54
Fund for redemption of national bank gold notes.	246,764 00
Currency and minor-coin redemption account.	7,122 00
Fractional silver-coin redemption account.	66,304 00
Interest account, Pacific Railroads and L. & P. Canal Co.	4,110 00
Treasurer U. S., agent for paying interest on D. C. bonds.	45,217 25
Treasurer's transfer checks and drafts outstanding.	13,272,146 86
Treasurer's general account—	
Interest due and unpaid.	\$2,047,262 18
Matured bonds and interest.	551,384 40
Called bonds and interest.	5,695,448 16
Old debt.	779,679 86
Gold certificates.	85,992,740 00
Silver certificates.	92,651,981 00
Certificates of deposit.	12,145,000 00
Balance, including bullion fund.	155,423,200 93
Total Treasurer's general account.	\$352,198,696 53
Less unavailable funds.	694,710 31
	\$351,503,986 22

ASSETS, AUGUST 31, 1883.

Gold coin.	\$144,296,897 17
Gold bullion.	59,876,078 16
Standard silver dollars.	114,320,197 00
Fractional silver coin.	27,819,711 70
Silver bullion.	4,694,559 45
Gold certificates.	28,445,200 00
Silver certificates.	17,276,820 00
United States notes.	37,791,765 88
National bank notes.	6,019,882 40
National bank gold notes.	
Fractional currency.	8,448 02
Deposits held by national bank depositaries.	13,369,867 02
Minor coin.	519,693 80
New York and San Francisco exchange.	
One and two-year notes, &c.	477 40
Redeemed certificates of deposit, June 8, 1872.	90,000 00
Quarterly interest checks and coin coupons paid.	87,644 29
United States bonds and interest.	
Interest on District of Columbia bonds.	1,812 78
Speaker's certificates.	134,393 50
Pacific Railroad interest paid.	960 00
	\$434,754,328 57

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Aug. 25				EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.	
Amsterdam.	3 mos.	12-5¼ @ 12-5½	Aug. 25	Short.	.....	
Amsterdam.	Short.	12-2¾ @ 12-3¼	Aug. 25	Short.	20-51	
Hamburg.	3 mos.	20-68 @ 20-72	Aug. 25	Short.	20-51	
Berlin.	"	20-69 @ 20-73	Aug. 25	"	20-51	
Frankfort.	"	20-69 @ 20-73	Aug. 25	"	20-51	
Vienna.	"	12-12½ @ 12-15	Aug. 25	"	11-98	
Antwerp.	"	25-57½ @ 25-62½	Aug. 25	"	25-35	
St. Petersburg.	"	23½ @ 23¼	Aug. 25	"	25-35	
Paris.	Checks	25-32½ @ 25-37½	Aug. 25	Checks	25-33	
Paris.	3 mos.	25-52½ @ 25-57½	Aug. 25	3 mos.	25-34	
Genoa.	"	25-58¼ @ 25-63¼	Aug. 25	"	25-25	
Madrid.	"	46¼ @ 46¼	Aug. 25	"	.....	
Lisbon.	"	511½ @ 511½	Aug. 25	"	531½ @ 531½	
Alexandria.	.....	.....	Aug. 22	"	96½	
New York.	.....	.....	Aug. 25	Short.	4-82	
Bombay.	60 d'ys	18-7¾d.	Aug. 25	tel.trsf.	18-7¾d.	
Calcutta.	"	18-7¾d.	Aug. 25	tel.trsf.	18-7¾d.	
Hong Kong.	.....	.....	Aug. 25	4 mos.	38-8¾d.	
Shanghai.	.....	.....	Aug. 25	"	58-0¾d.	

[From our own correspondent.]

LONDON, Saturday, Aug. 25, 1883.

The attendance in the city, as well as in commercial circles, during the past week, has been of the most limited character and but little business has been in progress in any department. Parliament has been prorogued to-day, so that London will soon be comparatively deserted. The weather is so very fine that it offers additional inducement to enjoy the country, and people are by no means slow to take advantage of such an opportunity. Harvest work has been making rapid progress, and the crops are being secured in excellent condition, and were there no political disturbances, business should improve to an important extent. The coolness existing between France and Germany is not, however, a matter of very serious concern to this country, and no one apprehends war; but at the same time the course that France has been pursuing of late does not tend to promote confidence. The increased production of food in this country, and the improved position of the agricultural classes, which is the result, will undoubtedly extend our home trade, and this is one encouraging feature which is calculated to lead to beneficial results. A large importation of wheat and flour—about 15,000,000 quarters—will be necessary; but the great producing countries are already liberal sellers, and we shall certainly obtain all that we require, at very reasonable prices.

The money market has relapsed into a condition of considerable inactivity, and in the discount market the best three months' bills have been taken in several instances under 3¼ per cent. The position of the Bank has further improved, especially in the matter of bullion. There being scarcely any export demand most of the supplies received from abroad have been sent into the Bank of England, and there has also been, notwithstanding the harvest requirements, a considerable return of coin from provincial circulation. The total supply of bullion is now £23,480,550, against £21,814,050 last year. The circulation of notes having diminished to the extent of £348,465, the total reserve has been increased materially, viz.: to the extent of £591,717, making the total £13,413,475, against £11,098,120 in 1882. The demand for money at the Bank appears to have been more active, there being an increase of £607,332 in other securities. An improving money market should, after the recent great contraction of business, be an encouraging sign. The demand for accommodation, both for commercial and financial purposes, has of late been reduced to such moderate proportions that an improvement could not fail to take place in case a better condition of things is being brought about. The intelligence from the United States is more satisfactory, and there has, during the last few days, been an improved market for American Railroad bonds and more disposition is being shown to operate. Business, after the holiday season and after the lapse of a few weeks, is expected to improve, and a steady legitimate trade is looked forward to. The proportion of reserve to liabilities at the Bank is about the same, viz.: 46 70 per cent, against 46 54 per cent last week and 38½ per cent last year.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:



London	Bank Rate.	Open Market Rates.						Interest Allowed for Deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	Disc't H'ces 7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
		3 1/2 @ 4	3 1/2 @ 4	3 1/2 @ 4	4 @ 4 1/2	4 @ 4 1/2	4 @ 4 1/2			

Annexed is a statement showing the present position of the Bank of England; the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation.....	25,817,075	26,465,930	26,577,005	26,870,295
Public deposits.....	3,751,010	4,359,287	5,395,869	6,970,019
Other deposits.....	22,781,440	21,137,631	25,461,236	24,875,930
Government securities.....	11,992,631	12,751,601	14,663,619	16,358,886
Other securities.....	21,329,457	22,898,941	21,389,123	16,838,111
Res'v' of notes & coin.....	13,113,475	11,098,120	12,925,047	16,857,262
Coin and Bullion in both departments.....	23,480,550	21,814,050	23,752,052	23,687,532
Proportion of reserve to liabilities.....	46.70	58.30	41.50	52.20
Bank rate.....	4 p. c.	4 p. c.	4 p. c.	2 1/2 p. c.
Consols.....	100	99 1/8	99 1/8	97 3/4
Eng. wheat, av. price.....	43s. 10d.	50s. 6d.	48s. 10d.	43s. 9d.
Mid. Upland cotton.....	5 1/16d.	7 1/8d.	6 1/2d.	7 1/4d.
No. 40 Mule twist.....	9s. 6d.	10 1/4d.	10 1/4d.	11 1/2d.
Clear-house return.....	103,152,000	101,417,000	91,597,000	73,111,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	August 23.		August 16.		August 9.		August 2.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin.....	4	2 1/2	4	2 1/2	4	2 1/2	4	2 1/2
Frankfurt.....	—	3 1/2	—	3	—	2 1/2	—	3
Hamburg.....	—	2 1/2	—	2 1/2	—	2 1/2	—	2 1/2
Amsterdam.....	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4
Brussels.....	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4	3 1/2	3 1/4
Madrid.....	5	5	5	5	5	4 1/2	5	4 1/2
Vienna.....	4	5 1/2	4	5 1/2	4	3 1/2	4	3 1/2
St. Petersburg.....	6	6	6	6	6	6	6	6

In reference to the state of the bullion market, Messrs. Pixley & Abell write as follows:

Gold.—With the exception of £32,000 per "Chimborazo" from New Zealand, the arrivals of gold have come from the Continent; £165,000 have been sent in to the Bank of England, and the balance has been taken for export; 74,000 sovereigns arrived from Australia, per "Nizam" and "Verona." The P. and O. steamer "Rohilla" took £31,500 to Bombay yesterday.

Silver.—Our last quotation was 50 1/2d. per oz. standard. The market has been somewhat firmer since, bars ex "Vandeyck" having realized 50 9/16d. on 20th inst. Our quotation this day is 50 1/2d. per oz. standard. The "Vandeyck" brought £20,000, and about £55,000 has arrived from New York. The shipments comprise £102,400 to Bombay yesterday, per "Rohilla."

Mexican Dollars.—We have no arrivals of importance to report. The quotation this day is 49 3/16d. per oz.

The quotations for bullion are reported as below:

Price of Gold.				Price of Silver.			
Aug. 23.		Aug. 16.		Aug. 23.		Aug. 16.	
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Bar gold, fine.....oz.	77 9	77 9		Bar silver, fine.....oz.	50 1/2	50 1/2	
Bar gold, contain'g 90 dwts. silver.....oz.	77 10 1/2	77 10 1/2		Bar silver, contain'g 100 dwts. gold.....oz.	51	51 1/2	
Span. doubloons.....oz.	73 9	73 9 1/2		Cake silver.....oz.	54 1/2	54 1/2	
S. Am. doubloons.....oz.	73 8 1/2	73 8 1/2		Mexican dollars.....oz.	49 5/16	49 3/16	
U. S. gold coin.....oz.	76 3/4	76 3/4		Chilian dollars.....oz.			
Ger. gold coin.....oz.							

The public sales of colonial wool were commenced on Tuesday. The attendance has been satisfactory as far as this country is concerned; but from France only a few buyers have as yet presented themselves. The result is that the sales are far from animated, and that prices are 1/2d. to 1d. per lb. weaker.

There has certainly been a revolution in the fish trade. All descriptions of fish are still very cheap, and any rise of importance in prices is doubtful. The *Fish Trades' Gazette* understands that active measures are being taken for the formation of another fishing company, whose fleet of smacks will bring fish to the newly-established London markets, as well as distribute it throughout the country. The Guardians of the Poor have for some time past been giving those in their charge fish dinners once a week, and the workhouses are being supplied at the rate of two-pence per lb. The consumption of meat is, therefore, being greatly economized, which is a very necessary economy.

Fine weather and liberal importations are producing much dulness in the wheat trade, and holders have been compelled

to accept the lower prices which millers have offered. A moderate quantity of new wheat has been sent to market, and both quality and condition are very satisfactory. The prices realized have been low. At the commencement of the week, white English, weighing 63 to 65 lb. per bushel, was quoted at 44s. to 49s., and red at 41s. to 46s. per quarter. Yesterday an excellent sample of red wheat, weighing 65 lbs. per bushel, was disposed of at 43s. 6d. per quarter.

The following are the quantities of wheat, flour and Indian corn estimated to be afloat to the United Kingdom, Baltic supplies excepted:

	At present.	Last week.	1882.	1881.
Wheat.....	qrs. 1,557,000	1,588,000	2,185,000	1,703,000
Flour.....	157,000	143,000	161,000	143,000
Indian corn.....	229,000	332,000	175,000	194,000

The *Journal Officiel* publishes a return on the situation of the crops in France, but the statement refers to a month ago, and is not of any great value. The crops then promised well, but the recent rains have done considerable damage, and the trade journal *Bulletin des Halles* expects a deficit of at least 25 per cent on the average.

Advices from St. Petersburg again report considerable shipments of wheat. They were last week 37,914 tchetwerts to London, 9,587 to direct United Kingdom ports, 33,764 tchetwerts to ports for orders and 74,582 tchetwerts to the Continent. The shipments of oats were 108,242 tchetwerts to London, 3,835 to direct United Kingdom ports and 77,414 tchetwerts to the Continent.

Advices from Germany state that the crops of barley in the Saale district has been fairly satisfactory, and is a great improvement upon that of last year. The color will be varied, mostly rather yellow, and pale lots will be scarce and fetch extra prices. The crop is, however, sound and useful, and uninjured by wet.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the fifty-one weeks of the season:

IMPORTS.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	60,068,469	59,224,859	56,954,251	58,943,397
Oats.....	15,476,035	13,024,834	10,525,472	12,203,167
Barley.....	13,362,779	11,714,513	10,889,930	14,998,641
Peas.....	2,043,873	2,164,971	2,304,920	2,062,641
Beans.....	3,129,915	289,697	2,393,500	2,722,069
Indian corn.....	23,935,770	23,167,311	37,586,581	31,031,235
Flour.....	16,246,372	10,049,825	12,090,636	10,192,915

SUPPLIES AVAILABLE FOR CONSUMPTION—51 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.....	60,068,469	59,224,859	56,954,251	58,943,397
Imports of flour.....	16,246,372	10,049,825	12,090,636	10,192,915
Sales of home-grown produce.....	41,243,700	31,937,350	27,988,100	23,217,900

Total.....126,558,541 101,262,034 107,032,987 92,354,212  
Avg'g price of English wheat for season qrs. 41s. 10d. 47s. 0d. 43s. 8d. 46s. 0d.  
Visible supply of wheat in the U. S. .... bush. 20,400,000 13,500,000 17,500,000 14,200,000  
Supply of wheat and flour afloat to U. K. .... qrs. 1,733,000 2,282,000 1,654,000 .....

The extent of the sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales, during the 51 weeks of the season, together with the average prices realized, is shown in the following statement:

SALES.				
	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....	qrs. 2,552,517	1,815,424	1,614,698	1,841,413
Barley.....	1,943,483	1,637,192	1,181,093	1,381,505
Oats.....	296,713	221,869	171,038	154,520

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
	s. d.	s. d.	s. d.	s. d.
Wheat.....	41 10	47 0	43 8	46 0
Barley.....	32 5	31 0	31 11	34 4
Oats.....	21 8	21 10	24 0	23 5

Converting wheat into cwt's., the totals for the whole kingdom, according to the usual trade estimate, are as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Wheat.....	cwt. 41,243,700	31,987,350	27,988,100	23,217,900

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending Sept. 7:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....	d. 50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Consols for money.....	100 1/8	100 1/8	100 1/8	100 1/8	100 1/8	100 1/8
Consols for account.....	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4	100 1/4
Fr'ch rentes (in Paris) fr. 80-90	79-60	79-60	79-60	79-60	79-75	79-82 1/2
U. S. 4 1/2s of 1891.....	115 1/2	115 1/2	115 1/4	115 1/4	115 1/4	115 1/4
U. S. 4s of 1907.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Chic. Mil. & St. Paul.....	105 1/2	106 1/4	107	108 1/4	103	109 1/4
Erie, common stock.....	30 1/2	31 1/4	31 1/4	32	31 1/4	32 1/2
Illinois Central.....	131	131 1/4	132 1/4	132 1/4	132 1/4	134
N. Y. Ontario & West'n.....	21 1/2	21 1/2	21 1/2	21 1/2	22 1/2	23 1/2
Pennsylvania.....	50	50 1/2	50 1/2	50 1/2	50 1/2	60 1/4
Philadelphia & Reading.....	26 1/2	27 1/4	26 1/2	26 1/2	25 1/2	26 1/2
New York Central.....	118 1/2	119 1/2	119 1/2	119 1/2	119 1/2	121 1/2

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State)..100 lb.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat, No. 1, wh. "	12 0	12 0	12 0	12 0	12 0	12 0
Spring, No. 2, old "	8 3	8 3	8 3	8 3	8 3	8 3
Spring, No. 2, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Winter, West, n. "	8 7	8 7	8 7	8 7	8 7	8 6½
Cal., No. 1. ....	9 1	9 1	9 1	9 1	9 1	9 0
Cal., No. 2. ....	9 5	9 5	9 5	9 5	9 5	9 4
Corn, mix., new. ....	9 1	9 1	9 1	9 1	9 1	9 0
Pork, West, mess. ½ bbl.	5 4½	5 4	5 4	5 4½	5 4	5 3½
Bacon, long clear, new.	74 0	74 0	74 0	74 0	73 0	73 0
Beef, pr. mess, new, etc.	39 0	39 0	40 0	38 0	37 6	37 0
Lard, prime West. ½ cwt.	77 0	77 0	77 0	77 0	76 0	76 0
Cheese, Am. choice. ....	44 9	45 0	12 9	44 6	43 0	43 0
	51 6	51 6	52 0	52 0	52 0	52 0

## Commercial and Miscellaneous News

**BONDS HELD BY NATIONAL BANKS.**—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on Sept. 1. We gave the statement for Aug. 1 in CHRONICLE of Aug. 4, page 116, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held Sept. 1, 1883, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882. ....	\$8,786,450	\$201,641,250	\$210,427,700
Currency 6s. ....	120,000	3,463,000	3,583,000
5 per cents. ....	1,162,000	40,631,700	41,793,700
4½ per cents. ....	6,987,550	105,232,000	112,219,550
4 per cents. ....	105,000	4,310,500	4,415,500
5s, ext. at 3½. ....	30,000	365,700	395,700
6s, ext. at 3½. ....			
Total. ....	\$17,191,000	\$355,574,150	\$372,865,150

**COINAGE BY UNITED STATES MINTS.**—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of Aug. and for the eight months of 1883:

Denomination.	Month of Aug.		Eight months of 1883.	
	Pieces.	Value.	Pieces.	Value.
Double eagles. ....	125,950	2,519,000	689,632	13,739,640
Eagles. ....	40,700	203,500	194,640	1,946,400
Half eagles. ....			196,140	930,700
Three dollars. ....			40	120
Quarter eagles. ....			40	100
Dollars. ....			3,810	3,810
Total gold. ....	166,650	2,722,500	1,074,382	16,674,500
Standard dollars. ....	2,340,000	2,340,000	19,065,819	19,065,819
Half dollars. ....			819	409
Quarter dollars. ....			819	205
Dimes. ....	920,673	92,067	4,185,492	418,549
Total silver. ....	3,260,673	2,432,067	23,232,949	19,481,932
Five cents. ....	2,210,000	110,500	15,775,458	788,774
Three cents. ....			5,419	163
One cent. ....	5,330,000	53,300	27,716,419	277,161
Total minor. ....	7,540,000	163,800	43,497,326	1,066,101
Total coinage. ....	10,967,323	5,318,367	77,824,657	37,225,893

**CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO SEPT. 1.**—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding Aug. 1, together with the amounts outstanding Sept. 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to Sept. 1:

National Bank Notes—		
Amount outstanding Aug. 1, 1883. ....		\$353,024,266
Amount issued during Aug. ....	\$1,318,770	
Amount retired during Aug. ....	2,508,494	1,189,724
Amount outstanding Sept. 1, 1883* ....		\$353,834,542
Legal Tender Notes—		
Amount on deposit to redeem national bank notes Aug. 1, 1883. ....		\$36,054,050
Amount deposited during Aug. ....	\$2,413,400	
Amount reissued & bank notes retired in Aug. ....	2,494,194	80,794
Amount on deposit to redeem national bank notes Sept. 1, 1883. ....		\$35,973,256

\* Circulation of national gold banks, not included above, \$754,679.

According to the above the amount of legal tenders on deposit Sept. 1 with the Treasurer of the United States to redeem national bank notes was \$35,973,256. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation, was as follows on the first of each of the last five months:

Deposits by—	May 1.	June 1.	July 1.	Aug. 1.	Sept. 1.
Insolvent bks	\$87,346	\$45,454	\$66,426	\$68,134	\$42,024
Liquid'g bks	15,692,130	15,743,519	15,335,347	14,799,959	14,150,375
Reduc'g und'r act of 1874.	22,504,595	22,185,629	20,998,007	20,287,957	20,880,857
Total. ....	39,084,071	38,374,602	37,299,780	36,054,050	35,373,256

**NATIONAL BANKS.**—The following national banks have lately been organized:

- 3,035—The National Bank of Eldorado, Kansas. Capital, \$50,000. John Foutch, President; F. P. Gillespie, Cashier.  
 3,036—The Corn Exchange National Bank of Chicago, Ills. Capital, \$1,000,000. Sidney A. Keur, President; Orson Smith, Cashier.  
 3,037—The First National Bank of Ellensburg, Washington Territory. Capital, \$50,000. J. B. Lewis, President; A. W. Engle, Cashier.  
 3,038—The First National Bank of Oswego, Kansas. Capital, \$60,000. J. B. Montgomery, Vice-president; F. C. Wheeler, Cashier.  
 3,039—The First National Bank of Shakspeare, Minn. Capital, \$75,000. Horace B. Strait, President, David L. How, Cashier.  
 3,040—The First National Bank of Manassas, N. J. Capital, \$50,000. Charles J. Parker, President; John Terhune, Cashier.  
 3,041—The First National Bank of Anniston, Ala. Capital, \$100,000. Duncan T. Parker, President; Oliver A. Elston, Cashier.  
 The Indiana National Bank of Bedford, Ind., went into voluntary liquidation Aug. 25, 1883.  
 The City National Bank of Lawrenceburgh, Ind., went into voluntary liquidation August 13, 1883.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show a decrease in both dry goods and general merchandise. The total imports were \$8,131,822, against \$8,702,323 the preceding week and \$10,802,374 two weeks previous. The exports for the week ended Sept. 4 amounted to \$7,172,696 against \$8,623,293, last week and \$8,374,433 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Aug. 30 and for the week ending (for general merchandise) Aug. 31; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.				
For Week.	1880.	1881.	1882.	1883.
Dry goods. ....	\$2,719,297	\$2,813,779	\$2,942,567	\$2,628,331
Gen'l mer'dise. ....	5,423,854	5,736,881	7,120,830	5,503,491
Total. ....	\$8,143,151	\$8,550,660	\$10,063,397	\$8,131,822
Dry goods Jan. 1.	\$90,688,483	\$76,892,535	\$93,418,195	\$86,908,568
Gen'l mer'dise. ....	246,920,405	216,222,553	248,824,639	223,450,163
Total 35 weeks	\$337,308,888	\$293,115,118	\$342,242,831	\$312,358,734

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Sept. 4, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.				
	1880.	1881.	1882.	1883.
For the week. ....	\$8,061,108	\$8,412,812	\$7,578,611	\$7,172,696
Prev. reported. ....	266,904,323	251,952,732	218,272,092	233,829,819
Total 35 weeks	\$274,965,431	\$260,395,544	\$225,850,703	\$241,002,506

The following table shows the exports and imports of specie at the port of New York for the week ending Sept. 1, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.				
Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain. ....	\$.....	\$0,300	\$.....	\$1,963,465
France. ....				104,220
Germany. ....				2,006,007
West Indies. ....		20,050		506,165
Mexico. ....				78,306
South America. ....	2,000	190,403		152,628
All other countries. ....		114,785		19,826
Total 1883. ....	\$2,000	\$334,168	\$507,753	\$6,884,635
Total 1882. ....	1,000	3,642,734	1,021	71,999
Total 1881. ....	14,850	385,346	5,475,233	35,544,189
Silver.				
Great Britain. ....	\$436,040	\$9,377,654	\$.....	\$.....
France. ....	22,145	432,319		1,508
Germany. ....				246,230
West Indies. ....		43,276		1,035
Mexico. ....				123,431
South America. ....	4,863	12,773		4,716
All other countries. ....		3,791		7,538
Total 1883. ....	\$463,048	\$9,869,816	\$129,245	\$3,356,909
Total 1882. ....	253,720	8,800,338	169,012	1,863,464
Total 1881. ....	106,000	7,303,225	123,105	2,043,657

Of the above imports for the week in 1883, \$164,050 were American gold coin and \$4,182 American silver coin. Of the exports during the same time \$2,000 were American gold coin, and \$55,000 American silver coin.

**Kansas City Lawrence & Southern Kansas.**—The earnings and expenses for July, and for the seven months in 1882 and 1883, have been as follows:

	July.	1882.	Jan. to July, 7 mos.	1882.
Miles of road operated	398	398	398	398
Gross earnings. ....	\$157,722	\$137,440	\$252,674	\$603,126
Operating expenses (exclusive of taxes)	71,616	54,873	421,706	310,763
Net earnings. ....	\$86,106	\$82,567	\$130,968	\$292,363

**Auction Sales.**—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		Bonds.	
20 Eagle Fire Ins. Co. ....	240	2 Edison Electric Light Co. of Europe. ....	25
20 Phoenix Insurance Co. of Brooklyn. ....	139		
3,000 Shreve Farm Oil Co. ....	for \$3	\$1,590 Atlantic Mutual Ins. Co. scrip of 1883. ....	103¼



# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Chic. & Northwest, pref. (quar.)	2	Sept. 27	Sept. 9 to Sept. 23
El River (quar.)	1	Sept. 5	Sept. 5
Iowa Falls & S. City (quar.)	1 1/2	On dem.	Sept. 5
Missouri Pacific (quar.)	1 1/2	Oct. 1	Sept. 21 to Oct. 1
Union Pacific (quar.)	1 1/2	Oct. 1	Sept. 9 to Oct. 2
West Jersey	3	Sept. 15	Sept. 2 to Oct. 2
<b>Miscellaneous.</b>			
Bankers' & Merchants' Tel.	6	Sept. 10	Sept. 1 to Sept. 10

NEW YORK, FRIDAY, SEPT. 7, 1883-5 P. M.

**The Money Market and Financial Situation.**—Still another week has passed without any important failures resulting from those of a month ago in Boston, and it is gratifying to notice that the feeling of apprehension in this particular is to some extent passing away. Whatever unsoundness there was in the general condition of that part of the mercantile community, it is believed has come to light.

One general fact has been developed, which partly accounts for the present withdrawal of capital from the market for discount of mercantile paper. This is the change in the last few years in the methods of making mercantile paper, so that there is now plenty of single name but comparatively little double-name paper. Formerly the dry goods commission jobber, for instance, in New York used to receive the paper of the customers to whom he sold his goods and indorse it himself before getting it discounted. Now he sells to these customers on open account, receives no paper from them, and must get his own single-name paper discounted for his advances to the mills. At the same time the customer who bought the goods of him on open account gets his own single-name paper discounted. The facility with which bankers have fallen into the changed method has probably encouraged many merchants to borrow money for expansions of their business, or even for operations outside of it. The fact is well known among dealers in paper, as was indicated by the applications of brokers from time to time to merchants to let them place a few thousands of their paper. It is presumed, however, that the recent experiences will put a check on these methods.

It was remarked last week that there were indications of a feeling more favorable to investments in railway securities, though at that time it was not sufficiently pronounced to make any great difference in prices. This disposition has since then grown somewhat, and during the week caused a pretty general advance in prices. There is reason for believing that the immediate upward movement was inaugurated by experienced speculators in the Street, and that in that aspect the advance in prices is to some extent artificial; but it is also pretty certain that they did not undertake the movement until they were convinced that there was, and had been, for some weeks a moderate but steady absorption of stocks by investors who are not of the speculative class that buys on margins. The volume of this kind of buying would probably not of itself have caused as much advance in several months as has been experienced in the last week, but it demonstrated to the speculators that the general public out of Wall Street were beginning to think good railway stocks were low enough to be a safe purchase.

There is as yet no adequate employment for surplus capital. Money is still superabundant. An instance of this may be seen in the fact that of the \$5,000,000 of bonds entitled to redemption on September 5, under the 121st call, only a little over \$1,000,000 was presented for payment. The explanation is that the holders of the bonds—representing probably the most conservative class of investors—see no satisfactory investment for the money, and prefer to let it lie idle in the security of a United States bond to having it on hand.

Call loans on stock collaterals during the week have ranged only from 2 to 3 per cent, with the bulk of business at the lower figure. The latest quotations for commercial discounts have been, on first-class double names, 5 1/2 and 6 for 60 days and 4 months, and for first-class single names, 6 and 6 1/2. Time loans on collateral security have ranged from 4 1/2 to 5 for sixty days and 4 months.

The domestic exchanges have been quite generally against New York during the week, New York bills being at a discount at most of the Western cities, indicating a flow of capital to that section of the country.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. Sept. 1	Differences from previous week.	1882. Sept. 2.	1881. Sept. 3.
Loans and dis.	\$325,680,600	Dec. \$1,715,000	\$332,359,500	\$337,207,200
Specie	59,951,200	Inc. 121,900	54,241,900	62,343,800
Circulation	15,636,300	Inc. 7,700	18,292,100	19,683,200
Net deposits	315,739,900	Dec. 1,538,000	308,953,300	315,927,200
Legal tenders	25,207,800	Dec. 104,200	22,840,400	15,617,900
Legal reserve	\$78,934,975	Dec. \$334,500	\$77,238,325	\$78,981,800
Reserve held.	85,159,000	Inc. 17,700	77,082,300	77,961,700
Surplus	\$6,224,075	Inc. \$402,200	def. \$156,025	def. \$1,020,100

The Bank of England gained £107,000 in bullion in the week, and the reserve was increased to 47 11-16 per cent from 47 9-16 in the previous week. The Bank of France showed a decrease of 380,000 francs in gold and 1,076,000 francs in silver.

**Exchange.**—There was no change in the rates for sterling exchange during the week. There has been a moderate supply of commercial bills and some little increase in security bills made against foreign purchases of railway stocks and bonds. On the other hand, there have been some considerable amounts of United States called bonds received from Europe, against which remittances were required. The posted rates on Friday, the 7th, were 4 82 1/2 and 4 86. Rates for actual business were as follows, viz.: Sixty days, 4 81 1/2 @ 4 81 1/2; demand, 4 85 @ 4 85 1/4; cables, 4 86 @ 4 86 1/4; commercial bills, 4 80 @ 4 80 1/2.

Quotations for foreign exchange are as follows, the prices being the posted rates of leading bankers:

	September 7.	Sixty Days	Demand.
Prime bankers' sterling bills on London	4 82 1/2	4 86	
Prime commercial	4 81		
Documentary commercial	4 80 1/2		
Paris (francs)	5 25	5 21 7/8	
Amsterdam (guilders)	40	40 1/2	
Frankfurt or Bremen (reichmarks)	94 1/2	94 1/2	

**Coins.**—The following are quotations in gold for various coins:

Sovereigns	\$4 83 @ \$4 87	Silver 1/2 and 1/4s	— 99 3/4 par
Napoleons	3 85 @ 3 90	Five francs	— 92 @ — 95
X & Reichmarks	4 73 @ 4 77	Mexican dollars	— 85 1/2 @ — 86 1/4
X Guilders	3 96 @ 4 00	Do uncommenced	— 84 1/2 @ — 85 1/2
Spain's Doubloons	15 50 @ 15 65	Peruvian soles	— 79 1/2 @ — 80 1/2
Mex. Doubloons	15 50 @ 15 65	English silver	— 4 75 @ 4 82
Fine silver bars	1 09 3/4 @ 1 10 1/2	Prus. silv. thalers	— 68 @ — 70 1/2
Fine gold bars	par @ 1/4 prem	U. S. trade dollars	— 37 1/2 @ — 39
Dimes & 1/2 dimes	— 59 1/2 par	U. S. silver dollars	— 99 3/4 par

**United States Bonds.**—The government bond market has been featureless, without any change in quotations.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	Sept. 1.	Sept. 3.	Sept. 4.	Sept. 5.	Sept. 6.	Sept. 7.
5s, continued at 3 1/2.	Q. Feb.						
4 1/2s, 1891	reg. Q. Mar.	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
4 1/2s, 1891	coup. Q. Mar.	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4	112 1/4
4s, 1890	reg. Q. Jan.	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
4s, 1890	coup. Q. Jan.	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2	119 1/2
3s, option U. S.	reg. Q. Feb.	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4
5s, cur'ey, 1895	reg. J. & J.	129	129	129	129	129	129
5s, cur'ey, 1896	reg. J. & J.	130	130	130	130	130	130
6s, cur'ey, 1897	reg. J. & J.	131	131	131	131	131	131
6s, cur'ey, 1898	reg. J. & J.	133	133	133	133	133	133
6s, cur'ey, 1899	reg. J. & J.	134	134	134	134	134	134

\* This is the price bid at the morning board; no sale was made.

**U. S. Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
	\$	\$	Coin.	Currency.
Sept. 1.	785,735 85	896,349 10	120,999,138 89	6,852,050 56
" 3.	1,545,624 39	1,960,779 68	120,762,429 61	6,863,108 52
" 4.	1,742,959 49	1,681,026 50	120,773,216 86	6,714,754 29
" 5.	1,107,120 28	1,229,117 53	120,906,482 33	6,459,491 57
" 6.	1,337,703 47	1,312,938 28	120,827,613 70	6,758,145 19
" 7.	1,513,959 40	1,724,875 47	120,000,584 71	7,083,368 11
Total	8,027,216 68	8,805,066 56		

\* Above payments include \$1,000 gold certificates taken out of cash.

**State and Railroad Bonds.**—The volume of business in railroad bonds the past week has been nearly three times as great as in the preceding week, and the heaviest transactions have taken place in the last few days. The general advance in prices ranges from 1 to 6 per cent, the latter on Rome Watertown & Ogdenburg 5s to 67. The largest dealings in the week have been in West Shore & Buffalo 5s, which have advanced 2 1/2 per cent to 74 1/2; Northern Pacific firsts, 2 1/2 to 104 1/2; Tex. & Pacific land grant incomes, 3 1/4 to 57; Kansas & Texas general mortgages, 3 1/2 to 81; Atlantic & Pacific incomes, 2 to 28 1/2; Wabash general mortgage 6s, 4 to 68 1/2; Denver & Rio Grande consols, 3 to 83 1/2. Other advances in bonds less actively dealt in were: Chesapeake & Ohio currency 6s, 4 1/2 to 50; Fort Worth & Denver City 1sts, 1 1/4 to 70 1/2; Burlington & Quincy debenture 5s, 1 1/4 to 92 1/2; Oregon Short Line 6s, 1 1/2 to 97 1/2; and Milwaukee & St. Paul consols, 1 1/2 to 120. Oregon & Trans-Continental 6s sold at 92 1/2, 90, 93 1/2; Ohio Central 1sts, at 66 1/2, 64, 71; the incomes at 12 1/2, 9, 10; and Denver & Rio Grande Western 1sts at x65, 62, 65 1/2.

State bonds were generally firm, and the only important changes were in Louisiana consols, which sold at 66 1/4, 67 1/4, 66 1/4.

**Railroad and Miscellaneous Stocks.**—There has been an almost continuous advance in prices of railway stocks during the last seven days, the closing prices of each day showing an advance on those of the preceding day until Friday evening, the 7th, when a slight re-action from the continued upward movement took place. Last Friday showed only slight advances, but this week there is quite a general gain, ranging from 1 to 10 per cent. The most important gains are Louisville & Nashville, 7 1/2; Oregon & Trans-Continental, 4 1/2; Northern Pacific, 4; preferred, 3 1/2; St. Paul, 3 1/2; Burlington & Quincy, 3 1/2; Canada Southern, 3 1/2; Canada Pacific, 2 1/2; Lackawanna, 1 1/2; Central Pacific, 2 1/2; Denver, 2 1/2; Erie, 2 1/2; Kansas & Texas, 2 1/2; Lake Shore, 3 1/2; New York Central, 2 1/2; Missouri Pacific, 3 1/2; Northwestern, 6 1/4; preferred, 9 1/4; Pacific Mail, 2; Rock Island, 2; Omaha preferred, 2 1/2; Texas & Pacific 2 1/2; Union Pacific 5 1/2; Wabash 3 1/4; and Western Union 3 1/2. Among the specialties there were advances of 3 on Indiana Bloomington & Western and 6 1/4 on Memphis & Charleston. Ohio Central sold at 6, 3 1/4, 4.



NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING SEPT. 7, AND SINCE JAN. 1, 1893.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1892.	
	Saturday, Sept. 1.	Monday, Sept. 3.	Tuesday, Sept. 4.	Wednesday, Sept. 5.	Thursday, Sept. 6.	Friday, Sept. 7.		Lowest.	Highest.	Low.	High.
<b>RAILROADS.</b>											
Atchafalpa & Santa Fe.		83 1/2	83 1/2				200	78 1/2	Feb. 17	84 1/2	June 14
Boston & N. Y. Air-Ln., pref.				82	82		105	78	Mar. 28	84 1/2	May 3
Canadian Pacific.	56 1/2	57 1/2	56 1/2	57 1/2	57 1/2	58 1/2	39,520	52 1/2	Aug. 13	65 1/2	May 3
Canada Southern.	52 1/2	53 1/2	53 1/2	54 1/2	56 1/2	54 1/2	29,205	48 1/2	Aug. 14	71 1/2	Jan. 19
Central New Jersey.	81 1/2	83 1/2	82 1/2	81 1/2	83 1/2	82 1/2	39,750	68 1/2	Jan. 8	89	June 15
Central Pacific.	65 1/2	67 1/2	66 1/2	67 1/2	68 1/2	67 1/2	43,227	62 1/2	Aug. 13	88	Jan. 5
Chesapeake & Ohio.	15 1/2	17	16 1/2	17 1/2	16 1/2	16 1/2	1,015	13 1/2	Aug. 14	23 1/2	Jan. 20
Do 1st pref.	25	25	25	27 1/2	27 1/2	28 1/2	900	23	Aug. 14	35 1/2	Jan. 20
Do 2d pref.	18 1/2	18 1/2	18 1/2	19 1/2	19 1/2	20 1/2	132	18	Aug. 14	27 1/2	Jan. 22
Chicago & Alton.	132	132	133 1/2	133 1/2	134 1/2	135 1/2	563	128	Aug. 15	137 1/2	Jan. 22
Chicago Burlington & Quincy.	123 1/2	124 1/2	123 1/2	124 1/2	125 1/2	125 1/2	17,443	115 1/2	Feb. 20	129 1/2	Apr. 13
Chicago Milwaukee & St. Paul.	102 1/2	103 1/2	103 1/2	105 1/2	104 1/2	105 1/2	157,230	97 1/2	Aug. 14	108 1/2	Jan. 20
Do pref.	118 1/2	119 1/2	119 1/2	120 1/2	120 1/2	121 1/2	3,295	116	Aug. 14	122 1/2	Sept. 7
Chicago & Northwestern.	122 1/2	124 1/2	124 1/2	125 1/2	125 1/2	126 1/2	62,202	109 1/2	Aug. 13	140 1/2	Apr. 13
Do pref.	112 1/2	113 1/2	114 1/2	115 1/2	116 1/2	117 1/2	2,500	137 1/2	Aug. 14	157 1/2	Apr. 13
Chicago Rock Island & Pacific.	121 1/2	122 1/2	122 1/2	123 1/2	124 1/2	124 1/2	3,600	117 1/2	Aug. 13	127 1/2	Jan. 5
Chicago St. Louis & Pittsburgh.	11 1/2	14 1/2	14 1/2	15 1/2	15 1/2	15 1/2	807	7	Aug. 14	84	Jan. 5
Chicago St. Paul Minn. & Om.	40 1/2	41 1/2	41 1/2	42 1/2	42 1/2	43 1/2	9,070	36 1/2	Aug. 13	55 1/2	Jan. 18
Do pref.	101 1/2	102 1/2	102 1/2	103 1/2	103 1/2	104 1/2	1,800	38	May 22	49 1/2	Mar. 9
Cincinnati and Cleveland.	62	63	62 1/2	64 1/2	64 1/2	65 1/2	1,770	59	Aug. 14	84	Jan. 5
Cleveland Col. and Ind.	120 1/2	122 1/2	121 1/2	122 1/2	123 1/2	123 1/2	300	124 1/2	Aug. 13	142	Jan. 26
Cleveland & Pittsburgh, guar.	3	3	3	3	3	3	100	3	Aug. 9	7 1/2	Mar. 5
Columbus Chic. & Ind. Cent.	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	412,275	118 1/2	Feb. 19	131 1/2	Apr. 13
Delaware Lackawanna & West.	25 1/2	26 1/2	25 1/2	26 1/2	25 1/2	26 1/2	27,300	21 1/2	Aug. 21	51 1/2	May 3
Delaware Rio Grande	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	1,305	7 1/2	Aug. 14	11 1/2	Apr. 13
East Tennessee Va. & Ga.	15 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	1,500	13 1/2	Aug. 14	23 1/2	Jan. 20
Do	6	7	6 1/2	6 1/2	6 1/2	6 1/2	200	5	Feb. 9	10 1/2	Apr. 12
Green Bay Winona & St. Paul.											
Hannibal & St. Joseph.											
Do											
Harlem.	192	192	192 1/2	192 1/2	191	195	410	190	Aug. 27	204 1/2	Jan. 29
Houston & Texas Central.	55 1/2	59	56	56 1/2	58 1/2	59	59	58	Aug. 24	82 1/2	Apr. 5
Illinois Central.	127 1/2	128 1/2	127 1/2	128 1/2	129 1/2	130 1/2	5,330	124 1/2	Aug. 14	148	June 14
Do leased line.	23 1/2	24 1/2	24 1/2	24 1/2	24 1/2	25 1/2	6,400	22 1/2	Aug. 14	31 1/2	Apr. 13
Indiana Bloom'n & Western.	100 1/2	102 1/2	101 1/2	102 1/2	102 1/2	103 1/2	124,310	98 1/2	Aug. 30	114 1/2	Jan. 18
Lake Erie & Western.	70 1/2	71 1/2	70 1/2	71 1/2	71 1/2	72 1/2	322	60	Jan. 2	86 1/2	June 30
Lake Shore.	44 1/2	45 1/2	45 1/2	46 1/2	46 1/2	47 1/2	145,210	39 1/2	June 20	68 1/2	Jan. 5
Long Island.											
Louisville & Nashville.											
Louisville New Albany & Chic.											
Manhattan Elevated.	39 1/2	41	39 1/2	41	39 1/2	41	1,200	38	Aug. 14	53 1/2	Feb. 9
Do 1st pref.	80 1/2	85	81 1/2	85	81 1/2	85		80	Aug. 14	90	Jan. 18
Do common.	39 1/2	41	39 1/2	41	39 1/2	41		38	Aug. 14	53 1/2	Feb. 9
Manhattan Beach Co.	18 1/2	20	20	20	19 1/2	19 1/2	6,255	15	Feb. 21	30 1/2	Jan. 30
Memphis & Charleston.	39	39	40	41	42	43	4,626	34 1/2	Aug. 13	55 1/2	Jan. 5
Metropolitan Elevated.	89 1/2	91	91	92	92	93	110	76	May 17	93	June 21
Michigan Central.	83	83 1/2	83 1/2	84 1/2	84 1/2	85 1/2	16,840	80 1/2	Aug. 27	100 1/2	Jan. 19
Milwaukee L. St. & Western.											
Do pref.	39	40	41	42	42	43	200	38	Aug. 28	48 1/2	Jan. 20
Minneapolis & St. Louis.	21 1/2	21 1/2	22 1/2	22 1/2	23 1/2	24 1/2	1,400	19 1/2	Aug. 14	30 1/2	Jan. 18
Do											
Missouri Kansas & Texas.	24 1/2	25 1/2	25 1/2	25 1/2	25 1/2	26 1/2	2,250	47	Aug. 15	64 1/2	Jan. 18
Missouri Pacific.	97 1/2	98 1/2	98 1/2	99 1/2	99 1/2	100 1/2	2,500	95 1/2	Aug. 14	107 1/2	Apr. 9
Mobile & Ohio.	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	43,440	10 1/2	Aug. 13	19 1/2	Jan. 5
Morris & Essex.	123 1/2	123 1/2	123 1/2	123 1/2	124 1/2	124 1/2	125	120	Feb. 15	129 1/2	June 11
Nashville Chattanooga & St. L.	56 1/2	56 1/2	56 1/2	56 1/2	57 1/2	57 1/2	4,760	50	May 17	64 1/2	Jan. 11
New York Central & Hudson.	115 1/2	116 1/2	115 1/2	116 1/2	116 1/2	117 1/2	50,137	113 1/2	Aug. 13	129 1/2	Apr. 13
New York Chic. & St. Louis.	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	3,500	7	Aug. 13	35 1/2	Jan. 5
Do	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	710	17	Aug. 13	35 1/2	Jan. 5
New York Elevated.	81 1/2	85	85 1/2	86 1/2	86 1/2	86 1/2	990	80 1/2	Aug. 23	105 1/2	Feb. 10
New York Lack. & Western.	29 1/2	30 1/2	30 1/2	31 1/2	31 1/2	31 1/2	85,376	28 1/2	Aug. 13	40 1/2	Jan. 18
New York Lake Erie & West.	75 1/2	77	75 1/2	76 1/2	76 1/2	77 1/2	850	72	Aug. 13	83 1/2	Jan. 5
Do	24 1/2	25 1/2	25 1/2	25 1/2	25 1/2	26 1/2	1,425	20 1/2	Aug. 13	32 1/2	Jan. 5
New York & New England.	20 1/2	21 1/2	21 1/2	21 1/2	21 1/2	22 1/2	11,092	19 1/2	Aug. 13	29 1/2	Apr. 14
New York New Haven & Hart.	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	110	5	Aug. 28	8 1/2	May 10
New York Ontario & Western.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	200	14 1/2	Aug. 11	21 1/2	May 10
New York Susq. & Western.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	1,000	33 1/2	Aug. 13	40 1/2	Jan. 18
Norfolk & Western, pref.	38 1/2	39 1/2	39 1/2	39 1/2	39 1/2	39 1/2	88,096	35 1/2	Aug. 30	50 1/2	Jan. 18
Do	72 1/2	73 1/2	73 1/2	73 1/2	73 1/2	73 1/2	169,368	69 1/2	Aug. 30	90 1/2	Jan. 18
Norfolk Pacific.	32 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	4	31 1/2	Aug. 14	36 1/2	Apr. 13
Do	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2	12,599	27 1/2	Aug. 14	36 1/2	Apr. 13
Ohio Central.	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	4,205	5	Feb. 16	12 1/2	Jan. 13
Ohio & Mississippi.											
Do											
Ohio Southern.	62	64 1/2	64 1/2	65 1/2	66 1/2	66 1/2	80	7	July 24	14 1/2	Apr. 24
Oregon & Trans-Continental.	13 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	190,115	5 1/2	Aug. 14	89	Jan. 19
Peoria Decatur & Evansville.	11 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	2,520	12	Aug. 30	30 1/2	Jan. 18
Philadelphia & Reading.	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	98,450	9 1/2	Aug. 27	11 1/2	Jan. 18
Pittsburg Ft. Wayne & Chic.											
Rich. & Allegh. st. ck trust cfs.	65 1/2	65 1/2	64 1/2	67 1/2	67 1/2	67 1/2	400	47	Jan. 23	72 1/2	July 23
Richmond & Danville.	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	2,600	22 1/2	Feb. 16	29 1/2	Apr. 13
Richmond & West Point.	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	12,860	14	Jan. 11	23 1/2	Apr. 4
Rochester & Pittsburg.	60	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	900	48	Jan. 3	85	June 20
St. Louis Alton & Terre Haute.	84 1/2	88 1/2	90 1/2	91 1/2	92 1/2	92 1/2	600	86	Aug. 28	103 1/2	Apr. 11
Do	85 1/2	88 1/2	90 1/2	91 1/2	92 1/2	92 1/2	1,200	84 1/2	Aug. 14	99 1/2	Jan. 18
St. Louis & San Francisco.	45 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	48	48	Aug. 14	59 1/2	Jan. 2
Do	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	210	87 1/2	Aug. 23	100 1/2	Jan. 11
St. Paul & Duluth.											
Do											

## QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

## STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Alabama</b>			<b>Louisiana—Continued</b>			<b>N. Carolina—Continued</b>			<b>South Carolina—</b>		
Class A, 3 to 5, 1906...	81½	82	Ex-matured coupon...	59½	60	No Carolina RR. J. & J.	160		6s, At. Mar. 23, 1869	3½	5
Class A, 3 to 5, small...	83		Michigan—			Do A. & O.	160		non-fundable, 1888		
Class B, 5s, 1906...	81½		7s, 1890...	116		Do 7 comp's off. J. & J.	133		Brown consols 6s, 1893	102	104
Class C, 4s, 1900...	81		Missouri—			Do 7 comp's off. J. & J.	133		Tennessee—6s, old, 1892-8	37	40
6s, 10-20s, 1900...	108		6s, due 1886...	106		Funding act, 1890-1900	10	12	6s, new, 1892-1900	36	
<b>Arkansas</b>			6s, due 1887...	107		Do 1868-1898	10	12	6s, new series, 1911	36	
6s, funded, 1890-1900...	10	13	6s, due 1888...	108		New bonds, J. & J., 92-8	16		Cum'p'mise 3-4-5-6s, 1912	43	44
7s, L. Rock & F. L. S. 188	45		6s, due 1889 or 1890...	103		Do A. & O.	16		Virginia—6s, old...	36	
7s, M. & L. Rock RR.	35		Asyl'm or Univ. due 92	112		Chatham RR.	4	6	6s, new, 1867...	36	
7s, L. & N. O. R. R.	35		Funding, 1894-95	116		Do class 2	4	6	6s, consol. bonds	36	
7s, Miss. O. & R. R.	35		Hannibal & St. Jo., '86	209		Do to West. R.R.	4	6	6s, ex-matured coupon	39	
7s, Arkansas Cent. R.R.	17	20	do	87	109	Do Western R.R.	4	6	6s, consol. 2d series	5	
<b>Connecticut</b>			<b>New York</b>			Do W. & C. & R. R.	4	6	6s, deferred	8	10
6s, 1886...	102		6s, gold, reg., 1887	103		Do W. & C. & R. R.	4	6	District of Columbia—		
7s, new, 1886...	104	106	6s, loan, 1891	112		Consol. 4s, 1910	78		3-6s, 1924	108	
7s, endorsed, 1886	104		6s, loan, 1893	117		Small	76		Small bonds	108	
7s, gold, 1890	116		N. Carolina—6s, old, J. & J.	30	33	6s, 1886	107		Funding 6s, 1890	108	
<b>Louisiana</b>			6s, old, A. & O.	30	33	Rhode Island—	114		Do small	108	
7s, consol., 1914	66½	67½				6s, coupon, 1893-99	119		Do registered	108	
7s, small	62										

## RAILROAD BONDS.

<b>Railroad Bonds.</b> (Stock Exchange Prices.)			Del. & H.—Continued—			Rich. Cent.—Continued—			Rome W. & O.—1st, 7s, 91	106	
<b>Ala. Central—1st, 6s, 1914</b>			1st, ext. 7s, 1891			Jack. Lan. & Sag.—6s, 91			Con. 1st, ex. 5s, 1922	67½	70
<b>Allegheny Cen.—1st, 6s, 1922</b>			Coup. 7s, 1894		118	Mill. & No.—1st, 6s, 1910		93	<b>Roch. &amp; Pitt.—1st, 6s, 1921</b>	104½	
<b>Atch. T. &amp; S. Fe.—1st, 6s, 1920</b>			Reg. 7s, 1894		118	Mill. S. & N.—1st, 6s, 1921			<b>Rich. &amp; At.—1st, 7s, 1920</b>	71½	75
<b>Sinking fund, 6s, 1911</b>			1st, Pa. Div., cp., 7s, 1917		110½	Min. & St. L.—1st, 7s, 1927		119	<b>Rich. &amp; Dan.—Consol., 6s</b>	99½	97
<b>Atl. &amp; Pac.—1st, 6s, 1910</b>	95	96½	<b>Alb. &amp; Susq.—1st, 7s</b>	110½	112	<b>Iowa Ext.—1st, 7s, 1910</b>		114	<b>Debutante 6s, 1927</b>	65	67
<b>Balt. &amp; O.—1st, 6s, Pk. B.</b>	114		<b>2d, 7s, 1885</b>	104½		<b>2d, 7s, 1891</b>	110½	110½	<b>Atl. &amp; Ch.—1st, 7s, 97</b>		
<b>Bost. Hartf. &amp; E.—1st, 7s</b>	24		<b>1st cons., guar. 7s, 1906</b>	122½	124	<b>S. W. Ext.—1st, 7s, 1910</b>	110½	110½	<b>Incomes, 1900</b>		
<b>Guaranteed</b>	24		<b>1st cons., 6s, 1906</b>	134½		<b>Mo. K. &amp; T.—Gen. 6s, 1920</b>	81	82	<b>Scioto Val.—1st, cons. 7s</b>	91	
<b>Bur. C. Rap. &amp; No.—1st, 7s</b>	99	100	<b>Rens. &amp; Sar.—1st, coup.</b>	134½		<b>Cons. 7s, 1904-5-6</b>	105		<b>St. L. &amp; Iron Mt.—1st, 7s</b>	112	107½
<b>Min. &amp; St. L.—1st, 7s, gu</b>	100	100	<b>1st reg., 1921</b>	105		<b>Cons. 2d, income, 1911</b>	65		<b>Arkansas Br.—1st, 7s</b>	107½	107½
<b>Jowa C. &amp; West.—1st, 6s</b>	100		<b>Den. &amp; Rio Gr.—1st, 1000</b>	105	107	<b>H. &amp; C. Mo.—1st, 7s, 90</b>	103½		<b>Cairo &amp; Fulton—1st, 7s</b>	106½	107
<b>C. Rap. &amp; N.—1st, 6s</b>	100		<b>1st consol., 7s, 1910</b>	80		<b>Mobile &amp; Ohio—New 6s</b>	103½		<b>Cairo Ark. &amp; T.—1st, 7s</b>	106½	107
<b>1st, 5s, 1921</b>	98		<b>Den. &amp; Rio. West.—1st, 6s</b>	64½	64½	<b>Collat. Trust, 6s, 1892</b>	103½		<b>Gen. F. &amp; I. gr. 5s, 1931</b>	75½	
<b>Bur. N. Y. &amp; Phil.—1st, 6s</b>	98		<b>Det. Mac. &amp; Mar.—1st, 6s</b>	88		<b>Morgan's 1st, 7s, 1910</b>	115		<b>St. L. Alton &amp; T. H.—1st</b>	104	
<b>Central Iowa—1st, 7s, 99</b>	106	107	<b>Land grant, 3d, 5s, A.</b>	117½		<b>Nash. Chas. &amp; S. L.—1st, 7s</b>	115		<b>2d, pref. 7s, 1894</b>	107½	
<b>East. Div.—1st, 6s, 1913</b>	109		<b>E. T. Va. &amp; G.—1st, 7s, 1900</b>	117½		<b>2d, 6s, 1901</b>	105½		<b>2d, income 7s, 1904</b>	103	
<b>Char. Col. &amp; Ang.—1st, 7s</b>	109½		<b>1st, cons., 5s, 1930</b>	72	74	<b>N. Y. Central—6s, 1897</b>	105½		<b>Bellev. &amp; S. Ill.—1st, 8s</b>	125	
<b>Ches. &amp; Ohio—Pur. m'yd.</b>	112½		<b>Divisional 6s, 1930</b>	92		<b>Deb. cert., extd. 5s</b>	105½	105½	<b>St. P. Minn. &amp; Man.—1st, 7s</b>	110	
<b>6s, gold, series A, 1908</b>	93½		<b>Eliz. C. &amp; N.—S. L. deb. 6s</b>	109		<b>N. Y. &amp; C. N.—1st, cp, 7s</b>	128½		<b>2d, 6s, 1909</b>	110	
<b>6s, gold, series B, 1908</b>	93½		<b>1st, 6s, 1920</b>	95		<b>1st reg., 1903</b>	128½		<b>Dakota Ext.—1st, 1910</b>	109	
<b>6s, currency, 1911</b>	102		<b>Eliz. Lex. &amp; Big S.—6s</b>	108		<b>Can. So.—1st, 1st, 7s, 95</b>	95	96	<b>1st consol. 6s, 1933</b>	109	
<b>Mortgage 6s, 1911</b>	102		<b>4th, extended, 5s, 1919</b>	108		<b>Harlem—1st, 7s, coupon</b>	116	116½	<b>Min. U.—1st, 6s, 1922</b>	104	
<b>Chicago &amp; Alton—1st, 7s</b>	116		<b>5th, 7s, 1888</b>	109½		<b>N. Y. &amp; O.—Gen. 6s, 1910</b>	35		<b>St. P. &amp; Dul.—1st, 5s, 1931</b>	104	105½
<b>Sinking fund, 6s, 1903</b>	116		<b>1st cons., gold, 7s, 1920</b>	124	124½	<b>N. Y. &amp; O.—Gen. 6s, 1910</b>	35		<b>St. P. &amp; Dul.—1st, 5s, 1931</b>	104	105½
<b>La. &amp; Mo. R.R.—1st, 7s</b>	108		<b>1st cons., 7d, coupon</b>	107		<b>Trust Co. receipts</b>	102		<b>Tex. Cen.—1st, 7s, 1909</b>	105	
<b>2d, 7s, 1900</b>	108		<b>Reorg. 1st, lien, 6s, 1908</b>	107½		<b>N. Y. &amp; New Eng.—1st, 7s</b>	102		<b>At. mort., 7s, 1911</b>	105	106
<b>St. L. Jack. &amp; Chic.—1st</b>	115	119½	<b>Long Dock b'ds, 7s, 93</b>	114½		<b>1st, 6s, 1905</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>1st, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>N. Y. &amp; C. N.—1st, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>N. Y. &amp; E.—1st, 1916</b>	130	135	<b>2d, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>3d, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>4th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>5th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>6th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>7th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>8th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>9th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>10th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>11th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>12th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>13th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>14th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>15th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>16th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>17th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>18th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>19th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>20th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>21st, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>22nd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>23rd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>24th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>25th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>26th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>27th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>28th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>29th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>30th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>31st, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>32nd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>33rd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>34th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>35th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>36th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>37th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>38th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>39th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>40th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>41st, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>42nd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>43rd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>44th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>45th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>46th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>47th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>48th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>49th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>50th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>51st, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>52nd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>53rd, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>54th, 6s, 1921</b>	99	100	<b>1st, 7s, 1911</b>	105	
<b>2d, 7s, 1904</b>	115		<b>Buff. N. Y. &amp; E.—1st, 1916</b>	130	135	<b>55th, 6s, 1921</b>	99	100	<b>1st, 7s</b>		



New York Local Securities.

Bank Stock List.			Insurance Stock List.		
COMPANIES.			COMPANIES.		
Par.	Bid.	Ask.	Par.	Bid.	Ask.
Marked thus (*) are not National.					
American	100	154	American	50	140
Amer. Exchange	100	128	Amer. Exchange	100	105
Broadway	25	265	Bowery	25	105
Butchers & Bro's	25	103	Bowery	25	105
Central	100	124	Brooklyn	17	100
Chase	100	140	Citizens	20	110
Chatham	25	140	City	70	115
Chemical	100	210	City	115	120
Citizens	25	110	Commercial	50	90
City	100	260	Continental	100	230
Commerce	100	157	Eagle	40	225
Continental	100	122	Empire City	100	70
Corn Exchange	100	162	Exchange	30	90
East River	25	103	Farragut	50	115
Eleventh Ward	25	103	Firemen's	17	80
Fifth	100	130	Firemen's Trust	10	60
Fifth Avenue	100	130	Franklin & Emp.	100	115
First	100	100	German-American	100	190
Fourth	100	128	Germania	50	140
Fulton	30	120	Globe	50	110
Gallatin	50	102	Guardian	100	60
Garfield	100	112	Hamilton	15	110
German American	75	97	Hanover	50	132
German Exchange	100	100	Home	100	137
Germania	50	102	Howard	50	57
Greenville	25	100	Importers & Trad's	50	85
Hanover	100	150	Irving	100	60
Imp. & Traders	100	250	Jefferson	50	125
Irving	100	128	Kings County (Bkln.)	20	195
Leather Manuf.	100	160	Knickbocker	40	75
Manhattan	50	148	Lamar	100	65
Marine	100	135	Long Isl. (Bklyn)	115	115
Market	100	135	Lorillard	25	55
Mechanics	25	149	Manuf. & Build.	100	104
Mechanics & Trade	25	113	Mech. & Traders	25	110
Mercantile	100	116	Mechanics (Bklyn)	100	135
Mercantile	50	130	Mercantile	50	95
Merchants' Exch.	50	95	Merchants	50	95
Metropolis	100	105	Messink (Bklyn.)	50	105
Metropolitan	100	124	Nassau (Bklyn.)	50	135
Murray Hill	100	124	National	50	105
Nassau	100	124	N. Y. Equitable	35	145
New York	100	124	N. Y. Fire	100	75
New York County	100	135	N. Y. & Boston	100	4
N. Y. Nat. Exch.	100	100	New York City	50	19
North America	100	110	Niagara	50	135
North River	30	105	North River	25	103
Oriental	25	140	Pacific	25	165
Pacific	50	165	Peter Cooper	20	145
People's	25	145	People's	50	110
Phenix	20	100	Phenix	50	137
Produce	50	130	Relief	100	55
Republic	100	132	Republic	100	55
St. Nicholas	100	125	Rutger's	25	115
Seventh Ward	100	110	Standard	50	100
Second	100	124	Star	100	55
Shoe & Leather	100	120	Star	100	55
State of New York	100	120	Stuyvesant	25	120
Third	100	100	Tradesmen's	25	65
Tradesmen's	40	105	United States	25	127
Union	50	105	Westchester	50	100
United States	50	100	Williamsburg City	50	200
Wall Street	50	100			
West Side	100	103			

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS & CO., Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period	Rate	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '88	112	115
Citizens' Gas-L. (Bklyn.)	20	1,200,000	Var's	3	July, '83	70	77
Bonds	1,000	315,000 A. & O.	3 1/2	April, '83	105	110	
Harlem	50	1,850,000 F. & A.	3	Feb., '83	105		
Jersey City & Hoboken	20	4,000,000 F. & A.	3	June, '83	230	232	
Manhattan	100	2,500,000 M. & S.	6	Aug., '83	187	189	
Metropolitan	500	750,000 F. & A.	3	July, '83	105	110	
Bonds	100	3,500,000 Quar.	2 1/2	July, '83	105	110	
Mutual (N. Y.)	1,000	1,500,000 M. & N.	6	1902	104	106	
Bonds	25	1,000,000 Var's	3	Sept., '82	50		
Nassau (Bklyn.)	Var's	700,000 M. & S.	3 1/2	May, '83	90	95	
Scrip	100	4,000,000 M. & S.	5	May, '83	100		
New York	100	1,000,000 J. & J.	3	July, '83	105		
People's (Bklyn.)	10	1,000,000 J. & J.	3	July, '83	105		
Bonds	1,000	375,000 M. & N.	3 1/2	May, '83	106	110	
Bonds	Var's	125,000 Var's	3	April, '83	90	95	
Central of New York	50	400,000 F. & A.	3	Feb., '83	85	90	
Williamsburg	100	1,000,000 F. & A.	3	Feb., '83	85	90	
Bonds	1,000	1,000,000 A. & O.	3	April, '83	105	110	
Metropolitan (Bklyn.)	100	1,000,000 M. & N.	3	July, '83	80	85	
Municipal	100	3,000,000	5	June, '83	182	185	
Bonds	100	750,000 M. & N.	5	1888	106	110	
Fulton Municipal	100	3,000,000	J. & J.	6		75	85
Bonds		300,000 J. & J.	6			102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'cker St. & Full. F. - Stk	100	900,000 J. & J.	3	July, '83	23	26	
1st mort.	1,000	691,000 J. & J.	7	July, 1900	108	112 1/2	
Br'way & 7th A. - Stk	100	2,000,000 Q. - J.	2	June, '83	146 1/2	150	
1st mort.	1,000	1,500,000 J. & J.	7	June, '84	102	103	
Brooklyn City - Stock	10	2,000,000 Q. - F.	3 1/2	Aug., '83	212	215	
1st mort.	1,000	300,000 M. & N.	7		102	110	
Br'way (Bklyn.) - Stk	100	4,000,000 Q. - J.	2	July, '83	150		
1st mort.	1,000	400,000 Q. - J.	2	July, '83	150		
B'ryn. Cross-town - Stock	1,000	300,000 Q. - J.	7	1888	103	112	
1st mort. bonds	1,000	500,000 J. & J.	2 1/2	July, '83	150		
Bashy K'v. (Bkln) - Stk	100	500,000 J. & J.	2 1/2	July, '83	150		
Cent. Pk. N. & E. Ry. - Stk	100	748,000 M. & N.	6	May, '83	230		
Consol. mort. bonds	1,000	1,200,000 J. & J.	7	Dec., 1902	113		
Christ'ph'r & 10th St - Stk	100	650,000 F. & A.	2 1/2	Aug., '83	110	115	
Bonds	1,000	250,000 J. & J.	7	1898	103		
Dry Dk. E. B. & B'ry - Stk	100	1,200,000 Q. - F.	4	Aug., '83	250	270	
1st mort. consols	500	900,000 J. & J.	7	June, '83	114	117	
Elkh. A. - Stock	100	1,000,000 Q. - J.	3	July, '83	240		
1st mort.	1,000	1,000,000 J. & J.	7	June, '84	100	110	
42d & Gr'd St. Fry - Stk	1,000	748,000 M. & N.	6	May, '83	230		
1st mort.	1,000	230,000 J. & J.	7	April, '83	110		
Central Cross-town - Stk	100	600,000 J. & J.	3	July, '83	106	109	
1st mort.	1,000	250,000 M. & N.	3	1922	103	108	
Hopst. W. St. & P. Fy - Stk	100	250,000			90		
1st mort.	500	500,000 J. & J.	7	July, '83	114	117 1/2	
Second A. - Stock	100	1,395,500 J. & J.	5	July, '83	205	218 1/2	
3d mort.	1,000	150,000 A. & O.	7	April, '83	103	108	
Consol.	1,000	1,050,000 M. & N.	7	Nov., '83	107	113	
Sixth A. - Stock	100	4,000,000 M. & N.	7	Aug., '83	250		
1st mort.	1,000	500,000 J. & J.	7	July, '83	110	115	
Third A. - Stock	100	2,000,000 Q. - F.	3	Aug., '83	270	280	
1st mort.	1,000	2,000,000 J. & J.	7	Jan., '90	110	113	
Twenty-third St. - Stock	100	2,000,000 J. & J.	4	Aug., '83	110	113	
1st mort.	1,000	250,000 M. & N.	7	May, '83	110	113	

\* This column shows last dividend on stocks, but date of maturity of bonds.

Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
BOSTON.							
Atch. & Tonopah—1st, 7s.	119			Buff. Pitts. & W.—Gen. 6s			
Land grant, 1st, 7s.	113			Can. & Amboy—6s, C. 89			
Atlantic & Pacific—6s				Mort., 6s, 1889	110 1/2		
Income	28			Can. & Atl.—1st, 7s, 93	119 1/2		
Boston & Maine—7s				2d, 6s, 1901			
Boston & Albany—7s				Cons. 6 p. c.	112		
6s				Can. & Burl. Co.—6s, 97			
Boston & Lowell—7s				Catlawish—1st, 7s, con. c.			
6s				Chat. M., 10s, 1888			
Boston & Providence—7s				New 7s, reg. & coup.	118		
Burl. & Mo.—Ld. gr. 7s.	110			Chart's Tr.—1st, 7s, 1901			
Nebraska, 6s.	110 1/2			Connect. 6s, ep., 1900-01			
Nebraska, 6s.	102 1/2			Cor. Conans. A. & B. deb. 6s.			
Conn. & Passumpsic—7s.				Delaware—6s, r. & c. p. V.			
Conn. & Passumpsic—7s.				Del. & Bound Br.—1st, 7s.	123		
Conn. & Passumpsic—7s.				East Penn.—1st, 7s, 1888			
Conn. & Passumpsic—7s.				Easton & Amb'y—5s, 1920			
Conn. & Passumpsic—7s.				El & Wmspr—1st, 6s, 1910	115		
Conn. & Passumpsic—7s.				5s, perpetual	90	90 1/2	
Conn. & Passumpsic—7s.				Harb'r—1st, 6s, 1883			
Conn. & Passumpsic—7s.				H. & B. T.—1st, 7s, 6s, 1890	117		
Conn. & Passumpsic—7s.				Cons. 5s, 1895	88	90	
Conn. & Passumpsic—7s.				Thaca & Ath.—1st, 6 1/2, 7s			
Conn. & Passumpsic—7s.				Union—1st, 6s, 1882			
Conn. & Passumpsic—7s.				2d, 6s, 1902	120	120 1/2	
Conn. & Passumpsic—7s.				Leh. V.—1st, 6s, C. & R. 98	120	120 1/2	
Conn. & Passumpsic—7s.				2d, 7s, reg. 1910	130	132 1/2	
Conn. & Passumpsic—7s.				Cons. 6s, C. & R. 1928	122	124 1/2	
Conn. & Passumpsic—7s.				O. Pac.—1st, 6s, 1922	102 1/2		
Conn. & Passumpsic—7s.				No. Penn.—1st, 6s, ep. 85	102 1/2		
Conn. & Passumpsic—7s.				2d, 7s, ep. 1896	118		
Conn. & Passumpsic—7s.				Gen. 7s, reg., 1903	121		
Conn. & Passumpsic—7s.				Gen. 7s, ep., 1903			
Conn. & Passumpsic—7s.				Debutent 6s, reg.			
Conn. & Passumpsic—7s.				Norfolk & West.—Gen. 6s			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1st, 6s.			
Conn. & Passumpsic—7s.				Oil City & Chic.—1			

## RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Latest Earnings Reported.	Jan. 1 to Latest Date.			
	Week or Mo.	1883.	1882.	1883.	1882.
Ala. Gt. Southern	July	\$3,361	\$5,040	\$47,604	\$423,586
Atch. Top. & S. Fe	3d wk Aug	1,167,987	1,117,093	7,842,024	7,934,351
Bur. C. & N. O.	3d wk Aug	48,425	49,225	1,622,898	1,632,943
Canad. N. Pacific	4th wk Aug	163,000	78,000	3,335,922	1,440,813
Central of Ga.	July	171,800	165,914	1,594,300	1,458,449
Central Iowa	August	120,333	97,550	799,130	735,288
Central Pacific	July	2,023,000	2,076,648	13,568,125	14,232,619
Chesap. & Ohio	July	335,242	316,787	2,132,067	1,715,906
Chicago & Alton	4th wk Aug	230,037	217,894	1,382,704	1,493,148
Chic. Bur. & Q.	July	1,824,755	1,625,005	13,229,908	10,780,621
Chic. & East. Ill.	4th wk Aug	46,878	49,773	1,072,612	1,134,501
Chic. & Gr. Trunk	3d wk Aug	61,187	40,984	1,800,468	1,292,284
Chic. Mil. & St. P.	4th wk Aug	638,000	566,182	14,370,000	12,147,334
Chic. & Northw.	4th wk Aug	987,100	900,000	15,512,815	14,876,798
Ch. St. P. Min. & N.	4th wk Aug	175,000	163,000	3,263,700	3,010,439
Chic. & W. Mich.	3d wk Aug	30,872	25,573	962,674	908,680
Chic. Ind. St. L. & C.	3d wk Aug	56,404	53,555	1,512,317	1,569,318
Cincinnati South	July	228,358	223,168	1,384,432	1,403,535
Chic. Wash. & Balt.	1st wk Aug	40,313	40,224	1,036,385	910,165
Clev. Akron & Col.	4th wk Aug	17,454	16,917	345,693	317,603
Clev. Col. C. & Ind.	June	329,156	371,007	1,874,463	1,871,190
Connetquot Val.	July	32,444	32,444	1,378,500	1,104,422
Danbury & N. Y.	4th wk Aug	22,474	21,700	1,179,500	1,167,599
Denn. & Rio Gr.	4th wk Aug	193,100	213,700	1,478,500	1,482,600
Denn. & R. Gr. W.	4th wk Aug	34,500	34,500	1,482,600	1,482,600
Des. Mo. & Ft. D.	3d wk Aug	8,682	8,216	184,426	216,311
Det. Lan. & N. O.	3d wk Aug	30,610	26,631	954,788	979,592
Dub. & Sioux C.	3d wk Aug	20,681	21,444	614,457	659,363
Eastern	3 wks Aug	304,330	278,438	2,276,698	2,111,190
E. Tenn. Va. & Ga.	4th wk Aug	235,662	195,241	1,274,433	1,261,633
Eliz. Lenz. & B. M.	July	63,435	51,666	380,062	351,137
Evansv. & T. H.	August	83,753	95,476	1,578,503	1,308,712
Flint & P. Marq.	3d wk Aug	46,457	36,285	2,508,822	2,475,855
Flor. Cent. & W.	3d wk Aug	8,284	7,539	250,828	247,747
Flor. Tr. & Pen.	2d wk Aug	6,950	5,724	293,522	246,747
Ft. W. & Denver	July	8,000	8,000	1,086,774	1,021,277
Grand Trunk	4th wk Aug	349,000	336,700	11,086,774	10,212,277
Gr. Bay W. St. P.	4th wk Aug	11,074	11,204	249,145	237,184
Guil. Col. & San. Fe	3 wks Aug	146,162	97,964	1,149,417	679,883
Hannibal & St. Jo.	4th wk Aug	91,750	84,792	1,611,319	1,397,000
Hous. E. & W. Tex.	July	24,116	21,318	169,611	143,671
Illinois Cent. (Ill.)	3d wk Aug	169,700	175,524	1,401,884	1,267,959
Do (Iowa)	3d wk Aug	38,200	34,373	1,151,473	1,152,271
Do (Mo.)	3d wk Aug	38,200	34,373	1,151,473	1,152,271
Ind. Bloom. & W.	4th wk Aug	88,563	78,476	1,924,843	1,634,601
K. C. Ft. S. & Galt	2d wk Aug	39,718	29,586	603,127	603,127
K. C. Law. & S. J.	July	157,723	137,440	852,674	603,127
L. Erie & West'n	4th wk Aug	63,729	65,142	294,077	236,152
L. R. & Ft. Smith	2 wks Aug	16,593	14,795	215,660	194,856
L. R. M. Riv. & T.	2 wks Aug	11,295	9,078	182,419	160,830
Long Island	4th wk Aug	29,438	29,438	201,300	200,300
La. & Mo. River	June	56,989	56,989	785,749	678,814
Louisv. & Nashv.	4th wk Aug	415,590	352,826	8,745,583	7,915,304
Mar. Hough. & O.	3d wk Aug	39,115	39,115	514,509	769,171
Memp. & Charl.	3d wk Aug	26,152	21,396	728,705	622,139
Mexican Cent.	2d wk Aug	27,411	27,411	1,003,896	1,003,896
Do No. Div.	3d wk Aug	6,136	6,136	163,290	163,290
Missouri Nat'l	4th wk Aug	12,430	12,430	477,769	477,769
Min. L. & W.	4th wk Aug	32,130	32,130	643,335	578,325
Min. & St. Louis	June	142,293	128,875	785,749	678,814
Missouri Pacific	4th wk Aug	351,441	326,289	5,830,811	4,858,325
Central Br. Ch.	4th wk Aug	60,221	38,584	910,912	533,663
Int. & Gt. No.	4th wk Aug	115,791	124,592	2,333,975	2,012,234
Mo. Kan. & T.	4th wk Aug	256,952	250,660	4,618,499	4,375,083
St. L. R. M. & S.	4th wk Aug	263,038	255,285	4,812,000	4,428,303
Tex. & Pacific	4th wk Aug	63,349	53,249	3,929,832	3,950,450
Whole System	4th wk Aug	1,245,651	1,160,758	22,427,050	18,546,901
Mobile & Ohio	August	157,350	137,471	1,258,605	1,151,596
Nash. Ch. & St. L.	July	195,468	186,495	1,297,457	1,167,818
N. Y. & N. Eng. L.	July	309,288	298,441	1,937,886	1,830,923
N. Y. Susq. & W.	July	89,159	68,022	554,684	376,680
Norfolk & West.	25 days Aug	204,836	179,562	1,633,518	1,396,656
Shenandoah V.	August	58,169	58,169	3,072,445	3,072,445
Northern Cent.	July	474,524	484,534	3,419,138	3,080,599
Northern Pacific	4th wk Aug	368,500	234,583	5,347,754	4,070,599
Ogden & L. Ch.	June	58,100	58,800	683,191	627,572
Ohio Central	4th wk Aug	38,158	36,806	683,191	627,572
Ohio Southern	4th wk Aug	11,301	8,691	262,167	230,969
Oregon & Cal.	June	79,573	79,573	436,212	436,212
Oregon Imp. Co.	June	23,206	23,206	1,817,619	1,817,619
Oregon R. & N. Co.	July	461,350	432,327	2,785,148	2,729,299
Pennsylvania	July	1,130,350	1,149,150	22,483,529	26,799,997
Pee. Dec. & Eve.	3d wk Aug	16,699	19,215	423,725	487,594
Philadelp. & Erie	July	329,032	377,206	2,272,270	2,102,370
Phila. & Read.	July	2,978,091	2,026,459	13,944,954	11,557,955
Do C. & Iron	July	1,439,747	1,422,331	8,611,551	7,694,724
Richm. & Dan.	3d wk Aug	149,500	151,900	2,185,388	2,051,398
Chl. Col. & Ala.	3d wk Aug	18,340	17,426	462,737	394,185
Columb. & Gr.	3d wk Aug	77,698	77,146	421,538	384,902
Va. Midland	3d wk Aug	125,284	117,255	946,593	822,438
West No. Car.	3d wk Aug	55,162	43,150	190,686	123,696
Rome Wat. & O.	July	141,956	148,287	92,260	83,361
St. John & L. Ch.	May	22,742	18,415	92,260	83,361
St. L. Alt. & F. H.	3d wk Aug	25,744	37,030	839,391	853,175
St. L. & O.	3d wk Aug	19,229	19,229	498,676	498,676
St. Louis & C.	3d wk Aug	10,011	8,861	237,058	227,882
St. L. & San Fran.	4th wk Aug	133,833	139,813	2,346,512	2,214,099
St. Paul & Dul.	4th wk Aug	44,142	34,856	802,647	621,771
St. P. Minn. & M.	4th wk Aug	187,000	228,680	5,134,486	5,248,098
So. Pac. Cal. N. D.	April	88,632	83,617	327,455	306,285
Do So. Div.	April	364,689	369,816	1,358,784	1,338,391
Do Arizona	April	214,242	248,644	802,448	802,448
Do N. Mex.	April	64,585	74,726	250,418	250,418
Scioto Valley	July	47,526	45,462	289,944	285,961
South Carolina	July	75,044	68,461	708,309	646,783
Tol. An. & G. T.	June	48,000	48,000	80,975	72,000
Tol. Cin. & St. L.	4th wk Aug	2,652,000	2,770,000	18,322,996	18,850,222
Utah Cent.	June	79,829	79,829	574,480	574,480
Vicksb. & Mer.	July	29,304	26,633	262,286	241,538
Wab. St. L. & P.	4th wk Aug	634,546	625,571	656,003	580,128
West Jersey	July	178,147	178,147	656,003	580,128
Wisconsin Cent.	3d wk Aug	26,288	26,288	656,003	580,128

\* Since June 1st in 1883 includes earnings of Cent. R.R. of New Jersey. Freight earnings. \* Included in Central Pacific earnings above. Includes Maine Cent. dividend of \$64,345 in 1883 and \$36,230 in 1882.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Sept. 1:

Banks.	Capital.	Loans and discounts.	Average amount of—			
			Specie.	Legal Tenders.	Net deposits other than U. S.	Circulation.
New York	2,000,000	9,500,000	1,103,600	768,000	8,600,000	495,000
Manhattan Co.	2,000,000	7,541,400	846,000	370,000	5,335,400	777,000
Mechanics	2,000,000	7,523,300	1,555,400	650,000	6,700,000	387,100
Mechanics & Tr.	2,000,000	8,050,000	827,000	1,048,000	7,157,000	.....
America	1,000,000	4,302,200	1,222,500	1,700,000	3,800,200	800,000
Phoenix	1,000,000	10,678,300	1,612,500	525,000	8,285,300	1,100
City	1,000,000	3,208,900	421,000	113,500	3,146,000	228,600
Fulton	1,000,000	7,165,500	3,432,300	552,000	8,042,700	.....
Chemical	1,000,000	14,332,900	4,020,700	473,200	14,058,100	.....
Merchants' Ex.	1,000,000	8,415,500	1,474,000	431,000	3,131,500	281,700
Garrett Nat.	1,000,000	4,454,500	335,500	134,000	2,305,700	777,000
Butchers & Dr.	900,000	1,850,000	340,700	61,000	1,504,800	240,800
Mechanics & Tr.	900,000	1,960,000	184,000	87,000	1,068,000	45,000
Greenwich	800,000	1,960,000	184,000	87,000	1,068,000	2,000
Leather Man's	600,000	3,087,000	306,400	312,400	2,394,000	533,500
Seventh Ward	300,000	1,067,000	145,000	138,400	1,068,000	10,400
State of N. Y.	800,000	8,183,000	808,200	228,100	4,015,700	.....
American Exch.	5,000,000	13,423,000	1,112,000	420,000	11,791,000	.....
Commerce	5,000,000	16,038,000	3,938,500	1,855,200	13,300,400	930,800
Broadway	1,000,000	5,759,900	681,000	316,400	4,472,000	100,000
Mercantile	1,000,000	5,961,300	1,300,000	599,100	4,062,200	701,000
Pacific	1,000,000	2,444,200	310,300	147,400	2,186,500	.....
Republic	1,500,000	5,021,000	512,100	228,000	2,908,600	216,000
Chatham	450,000	3,562,000	675,500	333,900	3,975,400	45,000
People's	200,000	1,477,000	155,000	130,200	1,092,800	5,400
Union	100,000	2,409,500	428,500	220,000	2,161,000	.....
Hanover	1,000,000	8,322,900	1,271,200	1,138,800	9,451,900	90,000
Irving	500,000	28,350,000	496,200	439,100	2,815,500	387,000
Metropolitan	3,000,000	12,000,000	1,813,100	507,000	8,478,000	2,165,200
Citizens'	500,000	2,394,100	355,400	202,500	2,036,200	380,400
Nassau	500,000	2,394,100	355,400	202,500	2,036,200	380,400
Market	500,000	2,394,100	355,400	202,500	2,036,200	380,400
St. Nicholas	500,000	2,394,100	355,400	202,500	2,036,200	380,400
Shoe & Leather	500,000	2,394,100	355,400	202,500	2,036,200	380,400
Corn Exchange	1,000,000	4,833,000	573,500	108,000	3,151,000	4,600
Continental	1,000,000	5,776,000	1,443,900	273,000	6,175,400	450,000
Oriental	300,000	5,233,000	82,800	2,900	1,800,000	.....
Marine	400,000	3,069,000	549,000	203,000	4,160,000	270,800
Importers & Ex.	1,000,000	4,062,100	4,062,100	1,000,000	1,300,000	1,300,000
Park	2,000,000	25,670,000	4,057,000	1,230,700	22,267,100	45,000
Wall St. Nat.	500,000	1,820,000	202,300	93,400	1,784,500	.....
North River	240,000	2,253,000	253,000	1,477,000	1,523,000	.....
Sav. Inst. Nat.	1,000,000	1,171,300	129,600	74,000	1,041,700	221,700
Fourth Nat'l.	3,200,000	16,144,000	2,042,900	1,201,300	16,528,000	340,000
Central Nat.	2,000,000	7,400,900	8,000	1,172,000	7,002,000	297,000
U. S. Nat. Exch.	2,000,000	1,010,000	1,010,000	1,010,000	1,010,000	1,010,000
Ninth National	750,000	5,928,600	826,100	365,500	5,571,400	600,000
First National	500,000	14,300,000	54,500	646,400	15,127,800	227,200
Third National	1,000,000	4,062,000	122,200	700,000	4,060,700	.....
N. Y. Nat. Exch.	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Bowery Nat'l.	250,000	2,002,700	257,000	194,000	1,755,700	270,000
N. York Nat'l.	200,000	1,609,900	18,800	519,900	1,062,100	180,000
Jerm. Kn. Am'cn.	75,000	4,460,000	1,182,300	579,100	5,817,000	45,000
Ches. Nat'l.	100,000	2,002,700	4,600	80,300	2,017,000	.....
Fifth Avenue	100,000	1,754,200	40,000	206,000	2,010,000	.....
German Exch.	200,000	1,754,200	40,000	206,000	2,010,000	.....
Ches. Nat'l.	75,000	2,002,700	4,600	80,300	2,017,000	.....
U. S. Nat.	500,000	5,185,500	1,461,500	112,000	5,513,000	449,800
Lincoln Nat.	300,000	1,500,400	373,500	122,100	1,004,800	45,000
Garfield Nat.	200,000	780,600	97,000	80,500	623,300	180,000
Total.	61,192,000	322,800,000	59,951,200	25,207,000	315,730,000	15,630,000



# Investments

AND

## STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

In the last volume of the CHRONICLE articles were published in the numbers of January 20 and May 26 showing the amount of money loaned out on stock and bond collaterals by the Trust companies and Life Insurance companies in New York City. The Public now has an article on the same subject, presenting the figures of the Trust companies up to July 1, 1883. The conclusions are substantially these: Loans on stock and bond collaterals Jan. 1, 1883, by National banks in New York City, \$90,000,000; by five leading Insurance companies, \$45,000,000. On July 1, 1883, by Savings banks, \$7,000,000; by Trust companies, \$98,000,000. Assuming that there were no changes from January to July in the National banks and Insurance companies, the total cash loaned out on stock and bond collaterals by the corporations above named would be in round figures, \$240,000,000 on the first of July, 1883. But this is probably too small, as the Trust companies (which make reports to July 1) have largely increased their loans. The seven principal companies showed their loans on stock collaterals July 1st, 1877, January 1st, 1883, and July 1st, 1883, as follows:

LOANS OF SEVEN TRUST COMPANIES.				
Trust companies—	July 1, 1877.	Jan. 1, 1883.	July 1, 1883.	
United States.....	\$7,437,316 20	\$29,503,695 33	\$34,150,361 92	
Union.....	4,295,267 28	15,467,338 33	18,117,902 50	
Farmers Loan and Tr.....	2,880,510 00	10,665,286 12	14,357,733 96	
Central.....	1,063,415 15	7,587,923 93	8,878,190 28	
Mercantile.....	627,900 49	4,832,467 46	8,974,426 16	
New York Life and Tr.....	610,027 50	8,176,458 75	4,832,415 88	
Brooklyn.....	760,060 00	3,473,700 00	4,401,930 00	
Total.....	\$17,694,496 62	\$79,706,872 92	\$93,773,320 70	

It is possible that railroad earnings may show a moderate percentage of decrease in the next few months when compared with the corresponding months in 1882. There are several circumstances which contribute to make such a result possible, if not probable. In the first place the prevailing depression in several branches of business, particularly in the iron trade, tends to reduce the volume of merchandise freights. Then the transportation of grain from the West can hardly be expected to equal the autumn months of 1882, when the crop of winter wheat was a large item in the tonnage of cereal produce carried to the seaboard for export. The corn crop this year is believed to be very large, and will undoubtedly furnish a large tonnage for the railroads when it comes to market; but new corn cannot move forward in large quantities before December or January. The cotton crop is supposed to be considerably short of last year's immense yield.

Again, the large decrease in railroad building this year, as compared with the period of extraordinary activity in the autumn of 1882, should result in a diminished movement of materials and workmen. The Erie canal, under the free toll system, is also taking a larger tonnage, and since its opening on May 14 has carried 3,170,631 tons, against 2,773,832 tons in the same time last year, an increase of 396,799 tons, of which increase about 24,000 tons was wheat—equivalent to 8,000,000 bushels.

Another reason why the comparison should now appear less favorable is found in the fact that many of the roads have come around to a time when they compare with a mileage last year almost as large as at the present, and hence the difference in gross earnings is not so conspicuous. Connected with this is also the kindred fact that competition has arisen by the opening of new lines, which leads to the division of business and sometimes to the reduction of rates. In September, 1882, there were but two routes between the Mississippi River and the Pacific Ocean, while in September, 1883, there are five different routes.

There is some discussion over the non-publication of the earnings of the Erie Road for several months past, nothing having been given out since the earnings for April, and the conclusion is inevitably drawn, whether correct or not, that the exhibit is not satisfactory; and this idea is fortified, too, by

the condition of the Pennsylvania Railroad's earnings in June and July, when the net receipts were less encouraging.

If there is depression in business for any length of time, there should also be a moderate decrease in passenger earnings, which usually fall off in such periods. According to the statistics in Poor's Manual the total passenger earnings of railroads in the United States were \$124,637,290 in 1878, against \$140,999,081 in 1874, a decrease of about \$16,000,000 after four years of business depression, although there were nearly 10,000 miles more of road operated in 1878 than in 1874. The passenger earnings and the total gross earnings, including passengers, freight, &c., in eleven years past, are stated as follows:

	Miles Operated.	Passenger Earnings.	Total Gross Earnings.
1872.....	57,323	\$132,309,370	\$163,241,065
1873.....	66,237	137,384,427	266,419,935
1874.....	69,273	140,999,081	520,466,016
1875.....	71,759	139,105,271	503,065,505
1876.....	73,508	136,120,583	497,257,959
1877.....	74,112	125,204,724	472,999,272
1878.....	78,960	124,637,290	490,103,351
1879.....	82,223	142,336,191	525,620,577
1880.....	84,225	147,653,003	615,266,730
1881.....	94,486	173,356,642	703,290,151
1882.....	107,158	202,140,775	770,356,762

It may reasonably be urged, on the other hand, that the earnings of last year were large, and that the railroads in many cases had a good surplus; that the general business of the country has expanded by immigration, new settlement, etc.; and that the price of iron and other materials is lower, thus reducing the expenses. This is all true, and should receive full consideration, and there is no probability that railroad earnings are going to fall off rapidly, nor is there any reason to sell out the stocks of good roads. But the views expressed above in regard to the outlook for the next three months are entitled to a fair weight in forming an estimate of railroad prospects in the immediate future.

## ANNUAL REPORTS.

### Southern Pacific Railroad.

(For the year ending Dec. 31, 1882.)

The annual report for the year 1882 is just out, and as a matter of history at this late date an abstract is given below. Had the report been issued in March instead of September, as no doubt it might have been had it been thought desirable to do so, the information would have been much more timely for stock and bond holders.

The President's report says: "Referring to the statement of profit and loss account, it will be observed that the amount of taxes therein shown, with a notation that they are either 'paid or provided for,' is largely in excess of that for the year preceding it, and would state in explanation thereof that when the first State Board of Equalization under the new Constitution came into power—in 1880—they arbitrarily assessed the railroad and equipment at double the value as placed upon it by the local assessors prior to the adoption of the said new Constitution, and double the value as confirmed year after year by local boards of equalization; all other property assessed by local assessors was increased but little, if any, and it was so stated by the Chairman of the State Board of Equalization to our agent, who appeared before said board, asking to have said railroad equipment valued in proportion to the other property so assessed by said local officers; which request, however, they declined to accede to. Such an unjust proceeding was of course resisted by the company, who declined to pay taxes on such assessed values, and hence the suit by the County of San Mateo (with which all of you are doubtless familiar, and which is now pending in the United States Supreme Court as a test case.) \* \* \*

"Mention was made in the last annual report of the commencement of work on the Mojave (or 35th parallel) line, and we have now to report the completion of that section of road to the Colorado River, 242 507 miles, on April 19 last, where it is awaiting connection with the Atlantic & Pacific Railroad upon completion of the bridge now under construction by that company." \* \* \*

"Referring to the anticipations of the company in previous reports as to the completion of its connecting lines, we would now say that in January last the working forces on the Galveston Harrisburg & San Antonio Railroad met and junction was made, which has not only connected our road with the through system of the company to the Gulf ports and New Orleans, but also with the various railroad systems of the Southwestern and Southern States.

"This connection, besides opening up a large trade between the Pacific Coast and the Southern States, promises to the company the carrying to Europe of large shipments of the wheat crop of California and Oregon." \* \* \*

At the close of 1882 the company had the following lines:

Northern Division—		Miles.
San Francisco to Tres Pinos.....	100-49	
Carnadero to Soledad.....	60-40	
Monterey R.R. (leased).....	15-12	
Total Northern Division.....	176-01	

<b>Southern Division—</b>	
Huron (via Goshen) to west bank of the Colorado River	528-56
Los Angeles to San Pedro	24-65
McJave eastward	131-58
	684-29

Total..... 860-30

The Northern Division is worked by the company. The Southern Division is leased to the Central Pacific Co., and worked by that company. The Monterey Road, nominally leased, is really owned. The company also controls the Santa Cruz road, 21 miles, but its operations are not included in the report.

"The earnings of the Northern Division, 176 miles, were as follows:

	1882.	1881.
Freight.....	\$672,295	\$628,558
Passengers.....	531,241	475,443
Mail.....	12,511	12,400
Express.....	13,718	12,522
Miscellaneous.....	27,584	28,492

Total.....	\$1,257,399	\$1,158,015
Expenses.....	611,591	587,125

Net earnings..... \$645,808 \$570,890

"The earnings of the Southern Division, leased to the Central Pacific Company, are reported by the lessee as follows:

Earnings.....	\$4,025,359
Expenses.....	2,119,944

Net earnings.....	\$1,905,415
Rental paid.....	1,636,666

Profit to lessee..... \$268,749

The income account may be condensed as follows:

Net earnings Northern Division.....	\$642,507
Rental Southern Division.....	1,666,666
Earnings account of contract with Wells, Fargo & Co.....	153,000

Total.....	\$2,468,173
General and legal expenses.....	\$164,864
Taxes and street assessments.....	32,488
Interest paid.....	1,712,434
Sinking fund.....	100,000
Sundry accounts.....	7,518

Surplus for the year.....	\$593,669
Balance, Jan. 1, 1882.....	\$303,462
Redemption of bonds, from land sales, &c.....	595,000

Balance, Jan. 1, 1883..... \$1,237,832

"The Land Agent reports sales of 103,538 acres during the year for \$494,933. Up to Dec. 31 last the total land grant earned was 10,445,227 acres, and patents had been received for 1,145,004 acres, all in California. Total sales to that date had been 557,670 acres. The total cash receipts for the year were \$432,783 03, making the total receipts to its close on land accounts \$1,895,422. The amount paid over to the trustees under the mortgage was \$387,968, and they redeemed during the year \$595,000 bonds at a total cost of \$603,214.

"The general account is as follows:

SOUTHERN PACIFIC BALANCE SHEET, DEC. 31, 1882.	
Stock.....	\$10,363,900
Funded debt.....	30,888,000
Laid trust fund.....	91,165
Central Pac. R. R. Co.....	2,247,324
Sundry accounts.....	650,059
Profit and loss.....	1,257,532
Sinking fund.....	100,000
Total.....	\$75,598,280
Road and prop'y accts.....	\$71,653,760
Materials and fuel.....	105,485
Central Pac. R. R. Co.....	2,317,266
Sundry accts. receivable.....	516,833
Cash in hands of Treas.....	4,936
Total.....	\$75,598,280

The large amount debited to the Central Pacific is held in suspense, pending a decision in the suit of San Joaquin County against the Central Pacific and others.

#### Connecticut & Passumpsic Railroad.

(For the year ending June 30, 1883.)

The annual report, just issued, shows net earnings for the year ending June 30, 1883, of \$270,969, against \$303,844 last year.

The income account is given as follows:

Net earnings.....	\$270,969
Surplus from previous year.....	48,677

Interest and 6 per cent dividends.....	\$319,646
	314,029

Surplus June 30, 1883..... \$5,816

The report says: "The policy recommended in the report of the directors for last year, of substituting steel rails in the place of iron as rapidly as the means could be obtained from the earnings of the road, without increasing the construction account or creating a floating debt, has been pursued, and there have been laid within the year 3,170 tons of steel rails. This leaves only about thirty-three miles to be laid hereafter to complete the track with steel rails the entire length of the road from Lennoxville to White River Junction. Wherever the steel rails have been laid the road has been thoroughly ballasted, and the track of the whole road is in better condition than it has ever been before."

#### COMPARATIVE STATEMENT OF GROSS AND NET EARNINGS FOR FIVE YEARS.

	Receipts for Passengers.	Receipts for Freight.	Gross Receipts, Inc. Express, Mail, etc.	Net Earnings.
1878-79.....	\$194,276	\$264,477	\$541,142	\$219,694
1879-80.....	228,468	365,747	657,547	226,139
1880-81.....	242,646	444,018	774,146	311,161
1881-82.....	279,289	478,446	851,718	303,844
1882-83.....	309,910	478,907	881,851	270,969

#### GENERAL INVESTMENT NEWS.

**Atchison Topeka & Santa Fe.**—The earnings and expenses for July, and for the seven months in 1882 and 1883, have been as follows:

	July.	1882.	1883.	Jan. to July, 7 mos.	1882.	1883.
Miles of road operated	1,820	1,820	1,820	1,820	1,812	1,812
Gross earnings.....	\$1,167,987	\$1,117,002	\$7,842,029	\$7,842,029	\$7,954,352	\$7,954,352
Operating expenses (exclusive of taxes)	486,090	618,900	3,776,317	3,776,317	5,078,474	5,078,474

Net earnings..... \$681,897 \$498,102 \$4,065,712 \$2,875,878

**Bankers' & Merchants' Telegraph Co.**—The New York Times says: "The amalgamation of the Bankers' & Merchants', the Southern and the American Rapid telegraph companies, if the present plan is carried out, will be completed this week. The same persons who control the Bankers' & Merchants' and the Southern have arranged to purchase a majority of the stock of the Rapid. Nothing remains to be done but to transfer the stock to the persons who have bargained for it. A gentleman who took part in the transaction said that a majority of the stock of both the Bankers' & Merchants' and the Southern, which now operate as one system, was lodged in the name of Mr. A. W. Dimock, the President of the former company. The intention was to put the majority of the stock of the Rapid about to be purchased in Mr. Dimock's hands also. In that way the consolidation of the three companies would be practical, although not actual. The reason the three companies were not merged in one, under a single name, was that the laws of some States through which the lines passed did not permit the consolidation or leasing of competing lines."

**Chesapeake & Ohio.**—The earnings and expenses for the month of July 1882 and 1883 were as follows:

	1882.	1883.	Inc.
Earnings.....	\$116,787	\$335,298	\$18,421
Expenses.....	299,584	297,573	Dec. 2,011

Net earnings..... \$107,233 \$127,635 Inc. \$20,432

**Chicago Burlington & Quincy.**—The earnings and expenses of the Chicago Burlington & Quincy and the Burlington & Missouri River R.R. in Nebraska for the month of July, and the seven months, of the years 1883 and 1882 were as follows:

	July.	Passenger.	Freight.	Miscellaneous.	Gross Earnings.	Expenses.	Net Earnings.
1883.....	459,980	1,218,951	145,773	\$1,824,705	\$1,634,750	\$784,954	\$784,954
1882.....	392,054	1,143,315	89,636	1,625,006	875,829	751,186	751,186

Inc.....	67,926	75,636	56,137	\$199,399	\$165,930	\$33,768	\$33,768
7 mos. Jan. 1 to July 31.	1883.....	3,757,375	9,780,809	691,723	\$13,229,908	\$7,063,407	\$6,166,501
1882.....	2,340,906	7,573,968	566,747	10,780,622	6,138,923	4,641,699	4,641,699

Inc..... 416,469 1,906,841 125,976 \$2,149,236 \$924,484 \$1,524,802

**Denver & Rio Grande.**—The following statement is made for the half year ending June 30 last:

Gross earnings.....	\$3,371,000
Expenses (61-58 per cent).....	2,177,000

Net earnings.....	\$1,194,000
Received on other accounts.....	115,000

Total income.....	\$1,309,000
Interest, taxes, &c., paid for six months.....	1,144,240

Surplus..... \$164,760

The principal of the rolling-stock trusts maturing was \$220,000, showing an excess of payments of \$55,240 for the half-year.

**Elizabethtown Lexington & Big Sandy.**—Earnings and expenses for the month of July, 1882 and 1883, were as follows:

	1882.	1883.	Inc.
Earnings.....	\$51,665	\$63,434	\$11,769
Expenses.....	31,441	34,311	Inc. 2,870

Net earnings..... \$20,224 \$29,123 Inc. \$8,899

**Evansville City Bonds.**—A conference was held between some of the holders of the \$1,600,000 city bonds of Evansville, Ind., and a committee of municipal officers of that city, in the Farmers' Loan & Trust Company Building, to consider the reduction of the rate of interest. The attendance was small. The Times says: "An effort was made to have the bondholders organize the meeting and take some official action on the requested reduction, but this they declined to do, whereupon the city officials refused to submit any proposition. Mr. Sidney W. Curtis, representing a large number of bonds, has brought suit against the city in the United States Court to compel the payment of the interest, and the remainder of the holders have determined to await the result of the case before taking any action in the matter. The city committee will make no further effort to compromise the debt, and will start this week to their home."

**Lake Erie & Western.**—The fiscal year of this company terminated with June 30, and the annual report will be published in a month or two. There is, however, a statement of earnings and expenses for nine months of the fiscal year—the nine months ending March 31, 1883—published in the recent volume of Poor's Manual as follows: Earnings from passengers, \$268,761; freight, \$843,273; mail, express, &c.; \$96,339; total, \$1,208,374. Operating expenses—maintenance of way, \$335,686; rolling stock, \$119,395; transportation, \$507,442; miscellaneous and taxes, \$99,291; total, \$1,061,816. Net earnings,



\$146,558; interest on the funded debt, \$208,890; other payments, \$24,333; total payments, \$233,223.

GENERAL BALANCE SHEET, MARCH 31, 1883.

Cost of road.....	\$14,723,985	Capital stock.....	\$7,700,000
Cost of rolling stock.....	842,776	Funded debt.....	7,727,000
Cost of rolling stock in trust.....	140,000	Bills payable.....	49,185
Materials and fuel.....	88,797	Current accounts.....	262,675
Current accounts.....	48,076	Other liabilities.....	14,000
Cash on hand.....	60,401	Profit and loss.....	15,177
Total assets.....	\$15,904,038	Total Liabilities.....	\$15,904,038

Since the above date, March 31, the gross earnings of the Lake Erie & Western have been published, except for two weeks in June, and the total earnings from April 1 to Aug. 21 (excepting the weeks mentioned) have been \$394,661 in 1883, against \$165,214 in the same period in 1882, as appears by the subjoined statement:

GROSS EARNINGS.

	1883.	1882.	Inc.	Dec.
April.....	\$7,722	\$110,056	\$	\$22,334
May.....	98,981	94,484	4,497	500
June 1st week.....	23,378	23,878		4,706
June 2d week.....	21,651	26,357		27,953
July.....	77,913	105,866		1,746
August 1st week.....	24,001	25,747		12,550
August 2d week.....	28,706	41,256		5,261
August 3d week.....	32,309	37,570		
Actual decrease.....	\$394,661	\$165,214	\$1,497	\$75,553

**Massachusetts Central.**—The Massachusetts Central Railroad property was sold Sept. 1 at public auction for \$500,000 to Samuel N. Aldrich, President of the road, who purchased it in behalf of nine-tenths of the bondholders. Only one party bid against him, and that was Charles R. McLean, of East Boston, one of the directors. The terms of sale required \$20,000 to be paid down and the balance in 30 days. Nothing is yet known relative to when the road will be re-opened. The portion of the property sold was the road with its franchises, as the rolling stock will be disposed of at auction Sept. 12. The property sold comprises 117 miles of road, 50 miles of which have rails laid on it, and the cost of the same thus far has been over \$5,000,000.

**Memphis & Charleston.**—Changes have been made in the officers and board of directors of this railroad company, which put the organization under nearly the same control as the East Tennessee Virginia & Georgia. William M. Farrington, of Memphis, Tenn.; J. H. Kershaw, of Philadelphia; T. W. Evans, of New York; W. R. Rison, of Huntsville, Ala.; and John S. Wilkes, of Pulaski, Penn., retired from the board. Their places were taken by Judge O. A. Lochrane, of Atlanta, Ga.; Gen. Samuel Thomas, Thomas Shethar, John T. Martin, and Capt. Calvin S. Brice. Gen. Thomas took the place of Mr. Baxter as President, and Mr. Baxter of Col. Sharp as Vice-President.

**Mississippi Valley & Ship Island.**—This railroad was sold Sept. 5 at Vicksburg by the trustee of the bondholders under foreclosure of a mortgage, and was purchased by J. B. Howes, of New York, for \$27,000. It is believed that he represents the bondholders, who thus get a clear title.

**New York West Shore & Buffalo.**—In regard to the legal status of the bonds issued by the West Shore & Ontario Terminal Company, the following opinion by the counsel of Messrs. Winslow, Lanier & Co., will be of interest:

"DEAR SIRS: In compliance with your request we state briefly the legal position of the mortgages for \$2,500,000 and for \$1,000,000 given respectively by the Midland Terminal & Ferry Company and the National Stock Yard Company, to the Central Trust Company of New York, and their relations to the mortgage made to the same Trust Company by the West Shore & Ontario Terminal Co. to secure an issue of \$12,000,000 of its bonds.

"The West Shore & Ontario Terminal Company (formerly the Open Cut & General Storehouse Company), the Midland Terminal & Ferry Company and the National Stock Yard Company, in June, 1883, entered into an agreement, providing that under an act of the Legislature of New Jersey, passed March 23, 1883, the latter two companies, with all their property and franchises, should become consolidated into the first-named company—the present West Shore & Ontario Terminal Company. When the last-named Terminal Company on July 13, 1883, made its said mortgage to secure its \$12,000,000 of bonds, it was deemed wise, in order to remove any possible doubts respecting the effect of the consolidation agreement above referred to, that, under the usual clause of further assurance contained in the consolidation agreement, the other two companies should make separate mortgages in their own names to secure directly or indirectly the said issue of \$12,000,000 of bonds, and should also make and record direct transfers to the consolidated company of all their properties and franchises.

"With the objects aforesaid, the \$2,500,000 and \$1,000,000 mortgages in question were made to the Central Trust Company in trust solely for the benefit of the present and future holders of the said \$12,000,000 of bonds of the West Shore & Ontario Terminal Co. These mortgages are therefore merely 'supporting' mortgages given for greater caution and in aid of the direct \$12,000,000 mortgage; and they are in form and substance as were advised as proper for such purpose under the charters of said companies. A deed of all the properties and franchises of the Stock Yard Co. and a perpetual lease of the properties and franchises of the ferry company were also made to the Terminal Co. for the reasons above stated.

"The result, therefore, is that the holders of the said \$12,000,000 of bonds of the Terminal Co. receive the full benefit of the said 'supporting' mortgages, deed and lease, as further assurances in the law of the lien of the mortgage of the Terminal Co. directly securing their bonds, upon all the properties and franchises of the three corporations formerly owning the Weehawken terminal properties and ferries.

(Signed) "Yours respectfully,  
"BRISTOW, PEET & OPDYKE."

**Ohio & Mississippi.**—The report of the Receiver of the Ohio & Mississippi Railway for July, 1883 and 1882, is as follows:

RECEIPTS.

	1883.	1882.
Cash on hand July 1.....	\$210,210	\$243,434
From station agents.....	3 5,286	376,385
From conductors.....	9,501	9,571
From individuals, railroads, &c.....	32,169	69,133
From express companies.....	733	1,291
From General Post office department.....	27,079	25,631
Total.....	\$672,983	\$723,869

DISBURSEMENTS.

	1883.	1882.
Vouchers subsequent to November 17, 1876.....	\$2 6,017	\$322 827
Remitted to pay coupons.....	224,000	231,346
Pay-rolls.....	147,403	133,323
Averageages.....	443	814
Cash on hand Aug. 1.....	19,120	35,527
Total.....	\$672,983	\$723,869

**Pennsylvania Alleghany & Shenango.**—This new railroad was formally opened to travel on Wednesday. The road extends from Greenville to Butler, a distance of fifty-eight miles, and has branches to the coal mines, which, with the main line, makes a total mileage of eighty-five miles. It connects at Butler with the Pittsburgh & Western and Butler & Karas City railroads; at Mercer with the Oil City & Chicago Railroad, and at Greenville with the Erie & Pittsburgh and the New York Pennsylvania & Ohio railroads, forming a link of direct communication between Philadelphia and Pittsburgh, via Butler. The Hon. James T. Blair of Greenville is the President of the road, which is controlled by the Pennsylvania Railroad Company.

**Rochester & Pittsburg.**—The line of the Rochester & Pittsburg Railroad's system from Buffalo to Punxsutawney, Penn., is completed, and has been turned over to the company for operation. The length is 291 miles. The Baltimore & Ohio Railroad Company has made surveys and formed a company to build a line from Mt. Pleasant, Penn., a point on its own road, to Punxsutawney to connect with the Rochester & Pittsburg.

A circular issued by the company says: "The gross earnings of the road for the month of May were \$49,031. Net earnings about \$12,000. The gross earnings for June were \$55,499, and the net earnings about \$21,000. The earnings for July about \$65,000, and the net earnings about \$25,000. As soon as the tracks are cleared of several construction trains and additional rolling stock secured that is required to handle the business already offered, the earnings can be increased to about \$100,000 per month."

The Rochester & Pittsburg Railroad Company gives notice that its Treasurer will receive sealed proposals for fourteen hundred thousand dollars of its consolidated first mortgage bonds, up to noon of Wednesday, the twelfth day of September, 1883. These consolidated first mortgage bonds are a first lien upon the Buffalo & Pittsburg Division of the company, and a lien upon the Rochester & Salamanca Division after the present outstanding mortgages. The mortgage is limited to twenty thousand dollars a mile of completed road, and is issued for only one-half the actual cash cost of the property. Bonds are dated December 1, 1882, mature December 1, 1922, bear interest at 6 per cent per annum, June and December. The road is now completed and in operation for local business, and will be opened for all through business September 15. The net earnings at present are sufficient to pay interest on these bonds, and it is expected that they will be almost doubled when the road is opened for through business.

**Rome Watertown & Ogdensburg.**—The Mail and Express says of this road that "before the new management came into possession of the road, specifications were prepared and negotiations opened for improved equipment, and within forty days after the election contracts were made for 7,500 tons of steel rails, 500 freight cars, and a complete equipment of Westinghouse brakes. Twenty-five hundred tons of steel rails had been purchased before during the year, and of this amount 10,000 tons will be laid before the first of November." \* \* \* "For the month of July the operating expenses were 65 per cent of the gross earnings. Of this amount \$45,000 were for maintenance of roadbed and equipment. It is believed that the percentage of net earnings will be still further increased, and that the road can be run for 66 per cent of its gross receipts all the year round from this time forth, and that this can be still further reduced to 60 per cent." \* \* \*

"The accounts of the accidents at Carlyon have been grossly exaggerated. All the cases of badly-injured persons have been settled, and for a very moderate amount. The damage to rolling stock was but \$8,000, and it is estimated that the entire cost of the accident to the road will not exceed \$100,000. Following is the statement of the earnings for July:

	1883.	1882.
Gross earnings.....	\$141,936	\$148,287
Expenses.....	90,273	114,078
Net earnings.....	\$51,673	\$34,209
		Inc. \$17,469

"The passenger earnings show an increase for the month of \$500. The reduction in gross earnings is chiefly in freight on coal which was carried a year ago from Oswego to Suspension Bridge for the Delaware Lackawanna & Western road. This coal now goes over the new road of the Delaware Lackawanna & Western to Buffalo. The profit on carrying this coal was practically nothing, the rate being so low that nothing could be made out of it. A part of the decrease in gross earnings is also due to the diminished carriage of iron ore, due to dullness in the iron business."

**Richmond & Danville.**—The following circular has been issued to the stockholders of the Richmond & Danville Railroad Company: "The undersigned, members of the board of directors, comprising the executive committee, and owning and representing more than a majority of the capital stock of the company, ask proxy for general meeting of stockholders. We shall oppose the proposed issue of additional stock, believing that assets of company under vigorous economical management sufficient to protect and develop its valuable growing properties. We propose to elect and confirm at this meeting the following board of directors to manage affairs until the annual meeting in December next: George S. Scott, George I. Seney, H. C. Fahnestock, Samuel E. Thomas, C. S. Brice, George F. Barker, John McAnerney and William P. Clyde. Signed—W. P. Clyde, George I. Seney, C. S. Brice, George S. Scott, George F. Barker, executive committee."

**Tennessee Funding Bonds.**—A press dispatch from Nashville says that up to Aug. 31 the Funding Board had receipted for State bonds valued at \$1,500,000 and issued new bonds to the amount of \$900,000. Fully one-half of the amount received are railroad bonds, and the other half are State debt proper bonds. The Controller says there is a misapprehension on the part of the public with reference to the law pertaining to the funding of the railroad bonds. The holder of a thousand-dollar bond imagines that when he comes to have it funded under the present law he will receive only about \$500 for it. The Controller says the law does not deduct the war interest from railroad bonds, while it does deduct the war interest from State debt proper bonds. Hence, instead of the holder receiving only about \$500 for his railroad bond he received about \$750. The law under which war interest is deducted from the State debt proper bonds provides that such part of the debt as now bears interest at the rate of 6 per cent per annum shall be funded by adding to the sum of the face of the existing bond the matured interest thereon evidenced by the coupons attached thereto, including the coupons maturing 1883, and from the total sum of the face of the bonds and matured interest thereon evidenced by the coupons attached 24 per cent will be deducted, and the remainder funded in coupon bonds bearing interest at the rate of 6 per cent per annum.

**Union Pacific.**—The Supreme Court of Massachusetts has dismissed the suit of the Union Pacific Railroad Company against the Credit Mobilier of America. The case has been argued three times before the Court, the last time being in March. The amount involved was \$1,998,000—the sum agreed upon as the basis of the settlement of accounts between the two corporations, after the Credit Mobilier had finished building the road, and a further sum of \$268,000 which was subsequently found to be due the Credit Mobilier. Mr. Dillon, President of the Union Pacific, is reported as saying: "If any adverse decision is made it will involve but a trifling sum to the company, inasmuch as an accounting is thereby ordered in which the Union Pacific Co. claims that it has demands against the Credit Mobilier which will counteract the demands of the Credit Mobilier against it. The Union Pacific Co. being the owner of more than nine-tenths of the stock of the Credit Mobilier, only a small amount will have to be paid by the Union Pacific Co."

**Virginia State Bonds.**—At Richmond, Sept. 4, a decision of much importance was rendered by Judge Bond of the United States Circuit Court, concerning the State debt. After a decision was rendered by the United States Supreme Court last spring in the Virginia debt case, counsel for foreign bondholders of London, through their attorneys in New York, instituted a number of suits in the Circuit Court of the United States in Va. to test the conclusions which counsel insisted that decision led to. Judge Bond decided these cases. He holds, first, that a tender of coupons for taxes is a legal tender, that all consequences which flow from any other legal tender flow from this, and that this is the effect of the Supreme Court decision; second, that officers of the State will be enjoined from levying on a taxpayer's property after a tender of coupons has been made; third, that as the questions in these suits depend upon the constitutionality of the State's legislation, the suits arise under the constitution, and that circuit courts of the United States have the jurisdiction of them, without regard to the citizenship of the parties. Judge Bond's jurisdiction extends over the entire State. If his decision is not reversed, it would seem that the State can collect no more revenue until she provides for the coupons. Holders of Virginia State bonds are elated over the decision in the United States Circuit Court; as heretofore the coupons have been refused by the State Treasury, bondholders have been forced to pay the taxes in money and subsequently recover judgment in court. The effect of the decision was to stimulate inquiry for Southern State securities and to advance their price. Virginia consols rose 4 per cent from the price at the last sale, the tenths 2½ and the coupon bonds 7 per cent.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, Sept. 7, 1883.

The weather has been quite cool. At a little distance to the north of this latitude the temperature has been so low as to cause frosts. Some injury is claimed to have been done to late crops, and a smart impulse given to business in seasonable merchandise. General trade is better, and the general tone of financial and mercantile circles much improved. An important revival of the export demand for breadstuffs has taken place.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. Sept. 1.	1883. Aug. 1.	1882. Sept. 1.
Pork.....bbls.	16,480	15,384	20,697
Beef.....tes. and bbls.	760	472	173
Lard.....tes.	22,504	37,218	28,284
Tobacco, domestic.....hhds.	18,094	20,364	29,391
Tobacco, foreign.....bales.	48,396	47,427	58,884
Coffee, Rio.....bags.	139,080	106,510	78,693
Coffee, other.....bags.	46,964	61,385	118,349
Coffee, Java, &c.....mats.	18,057	29,970	124,819
Sugar.....hhds.	77,144	92,757	65,055
Sugar.....boxes.	5,243	5,293	5,244
Sugar.....bags, &c.	685,472	622,292	529,335
Molasses, foreign.....hhds.	10,780	13,500	10,198
Molasses, domestic.....bbls.	600	800	2,000
Hides.....No.	101,700	78,900	201,000
Cotton.....bales.	106,092	167,321	78,092
Rosin.....bbls.	34,851	28,741	33,035
Spirits turpentine.....bbls.	2,380	1,401	3,385
Tar.....bbls.	961	2,622	1,411
Rice, E. I.....bags.	13,500	25,100	36,060
Rice, domestic.....bbls. and tes.	1,650	1,250	1,510
Linseed.....bags.	4,490	11,400	70,800
Haltetre.....bags.	11,700	10,900	12,450
Jute.....bales.	350	600	800
Jute butts.....bales.	83,650	83,700	31,700
Manila hemp.....bales.	30,919	44,622	32,620
Sisal hemp.....bales.	29,200	29,000	13,221

The lard market early in the week was easy and irregular with but a slight speculative interest, but latterly, on receipt of advices stating a probable injury to the corn crop by cool weather, speculation revived and prices were forced upward. There was a further improvement to-day and prime Western on the spot closed at 8'65c. after selling at 8'40-8'60c.; October options realized 8'44-8'60c.; November, 8'25c.; seller the year 8'30c.; January, 8'27-8'35c., closing firm; refined to the Continent was quoted at 9c. and to South America, 9'60c. Pork on the spot has declined and rules very weak. There is an absence of all speculative interest. Inspected mess quoted \$13 cash, and uninspected \$12 37½-@12 50. Bacon was a trifle firm at 7½c. for city long clear. Beef hams have further declined but closed steady at \$20-\$21 for Western. Beef dull and unsettled at \$18 75-@19 50 for city extra Indian mess. Tallow sells fairly at 7¼-@7 13-16c. and stearine is easy at 10½c. for prime and 9¾c. for oleomargarine. Butter has been in fair export request and all fine grades are firmly quoted. Cheese, however, has been forced down by freer receipts, and a general hesitancy on the part of shippers to operate at the recent price of 11c.; now the best factories are at 10½-10¾c.

Rio coffee has been moderately active and steady at 9¼-10c. for fair cargoes, closing to-day however quite firm at 10c.; options have been more active at some advance, to-day No. 7 sold at 8c. for September, 8'05-@8'10c. for October, 8'15-@8'20c. for November, 8'10-@8'15c. for December, 8'15-@8'20c. for January, 8'25-@8'30 for February and 8'40c. for March; mild grades have been fairly active and firm. Tea has brought firm prices at auction. Spices have been fairly active and steady. Rice has been firmer, especially for domestic, which has been scarce and quoted at 5¼-@7½c. and even as high as 7½c. in some cases. Foreign fruits have been dull and rather weak for dried, but firm for green, which have sold fairly. Raw sugar has sold freely at times, though prices were modified in order to stimulate business, 6½c. being accepted for fair refining; but to-day after a lull in trade for a few days the sales suddenly increased to 7,500 hhds. on the basis of 6'9-16c. for fair refining and 7'9-16-@7½c. for 96-degrees test centrifugal, the market closing strong; refined closed very firm at an advance, with a better demand; crushed 9'09½c., cut loaf 9½c., powdered 9'09½c., granulated 8'13-16-@8½c. and standard "A" 8¼-@8½c.

A lessened activity in Kentucky tobacco must be noted, but all prices are firmly quoted at a slight advance to 6'06½c. for lugs, and 7'12c. for leaf. The sales for the week embrace 304 hhds., of which 150 were for export. In seed leaf a better business has been effected, and all prices remain firm. The sales embrace 3,300 cases.

Naval stores have not developed any particular features, except a slight improvement in spirits turpentine, the result of reduced offerings here and higher Southern advices; yard lots, 41½c. bid and 42c. asked; strained to good strained rosins are quite nominal at \$1 55-@1 60. Refined petroleum has advanced and become quite active for export at 8'8½c. for 70 Abel test for all October delivery; the market closed strong to-day, at the latter price bid; case oil, 9½c.; naphtha, 5c. Crude certificates had an advance early in the week, but latterly the feeling fell off, and to-day the market opened at \$1 08½, declined to \$1 07¼ and recovered to \$1 08½ bid.

Ocean freight room has had quite an active week; the movement has been principally grain, though petroleum vessels have received some attention. Berth rates are stronger, but charter room is unchanged.



COTTON.

FRIDAY, P. M., September 7, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Sept. 7) the total receipts have reached 33,308 bales, against 22,971 bales last week, 11,365 bales the previous week and 10,305 bales three weeks since; making the total receipts since the 1st of September, 1883, 33,303 bales, against 33,743 bales for the same period of 1882, showing an decrease since September 1, 1883, of 465 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston .....	720	3,055	911	1,741	896	2,302	9,625
Indianola, &c. ....	.....	.....	.....	.....	.....	735	735
New Orleans .....	121	1,143	878	1,209	729	941	5,024
Mobile .....	101	335	7	58	57	77	635
Florida .....	.....	.....	.....	.....	.....	89	89
Savannah .....	1,175	1,329	1,385	2,005	1,553	1,509	9,026
Brunswick, &c. ....	.....	.....	.....	.....	.....	.....	.....
Charleston .....	549	991	561	885	1,089	1,159	5,234
Pt. Royal, &c. ....	.....	.....	.....	.....	.....	125	125
Wilmington .....	2	240	125	97	100	135	759
Morehead C., &c. ....	.....	.....	.....	.....	.....	15	15
Norfolk .....	84	87	74	61	491	632	1,429
West Point, &c. ....	.....	.....	.....	.....	.....	249	249
New York .....	10	35	46	111	5	.....	207
Boston .....	.....	.....	9	.....	.....	22	31
Baltimore .....	.....	.....	.....	.....	.....	13	13
Philadelph'a, &c. ....	.....	.....	.....	2	9	101	112
Totals this week .....	2,765	7,215	3,996	6,169	4,969	8,194	33,308

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1883, and the stock to-night and the same items for the corresponding periods of last years.

Receipts to September 7.	1883		1882.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1883	1882.
Galveston .....	9,625	9,625	9,706	11,232	18,576	12,927
Indianola, &c. ....	735	735	955	1,785	48	.....
New Orleans .....	5,024	5,024	1,710	1,788	41,111	8,292
Mobile .....	635	635	439	450	3,618	425
Florida .....	89	89	.....	.....	.....	.....
Savannah .....	9,026	9,026	9,630	11,397	8,113	9,046
Brunswick, &c. ....	.....	.....	.....	.....	.....	.....
Charleston .....	5,234	5,234	3,403	4,119	6,845	2,977
Pt. Royal, &c. ....	125	125	.....	.....	16	.....
Wilmington .....	759	759	276	291	1,553	310
Morehead C., &c. ....	15	15	.....	.....	.....	.....
Norfolk .....	1,429	1,429	578	583	11,476	412
West Point, &c. ....	249	249	516	631	.....	.....
New York .....	207	207	370	370	100,428	67,890
Boston .....	31	31	271	291	4,530	2,040
Baltimore .....	13	13	137	137	7,137	2,665
Philadelph'a, &c. ....	112	112	579	604	5,427	4,369
Total .....	33,308	33,308	28,688	33,743	211,878	111,353

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c. ....	10,360	10,661	17,362	11,542	9,596	11,891
New Orleans .....	5,024	1,740	12,525	7,036	3,786	3,932
Mobile .....	635	439	3,853	3,557	1,435	1,876
Savannah .....	9,026	9,630	21,657	16,744	8,358	19,550
Charleston, &c. ....	5,359	3,493	6,417	12,282	4,892	7,656
Wilmington .....	774	276	1,270	2,209	514	915
Norfolk, &c. ....	1,678	1,092	7,714	6,031	735	882
All others .....	452	1,357	1,784	1,656	708	729
Tot. this w'k. ....	33,308	28,688	72,612	61,117	30,054	47,431
Since Sept. 1. ....	33,308	33,743	88,568	52,335	43,974	73,329

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 23,392 bales, of which 15,151 were to Great Britain, 4,324 to France and 4,217 to the rest of the Continent, while the stocks as made up this evening are now 211,878 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending Sept. 7.			From Sept. 1, 1883, to Sept. 7, 1883.		
	Great Brit'n.	France.	Continent.	Great Brit'n.	France.	Continent.
Galveston .....	.....	3,572	.....	.....	3,752	.....
New Orleans .....	3,761	.....	.....	3,761	.....	.....
Mobile .....	.....	.....	.....	.....	.....	.....
Florida .....	.....	.....	.....	.....	.....	.....
Savannah .....	.....	.....	.....	.....	.....	.....
Charleston .....	.....	.....	.....	.....	.....	.....
Wilmington .....	.....	.....	.....	.....	.....	.....
Norfolk .....	.....	.....	.....	.....	.....	.....
New York .....	7,934	722	4,117	12,803	7,934	752
Boston .....	.....	.....	.....	.....	.....	.....
Baltimore .....	3,359	.....	109	3,459	3,359	100
Philadelph'a, &c. ....	103	.....	.....	103	.....	.....
Total .....	15,151	4,324	4,217	23,392	15,151	4,324
Total 1881-82 .....	15,258	1,045	2,914	19,187	15,258	1,045

\* Includes exports from Port Royal, &c.  
\* Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 59 Broad Street.

SEPT. 7, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans .....	270	2,469	None.	1,469	4,206
Mobile .....	None.	None.	None.	None.	None.
Charleston .....	None.	None.	None.	None.	500
Savannah .....	None.	None.	None.	300	300
Galveston .....	None.	None.	1,100	1,362	2,462
Norfolk .....	None.	None.	None.	1,864	1,864
New York .....	3,500	None.	600	None.	4,100
Other ports .....	2,000	None.	None.	None.	2,000
Total 1883 .....	5,770	2,469	1,700	5,494	15,432
Total 1882 .....	11,002	511	700	9,490	21,703
Total 1881 .....	38,894	1,540	2,035	4,806	47,295

The speculation in cotton for future delivery at this market was fairly active at steadily advancing prices during the first half of the week under review, crop accounts being unfavorable and Liverpool having advanced. But on Wednesday a higher opening was followed by a sharp decline, under sales to realize profits from the late advance, and the growing conviction that the "bull" movement was at best a little premature. The comparatively free marketing of the new crop upon stock already pretty full, kept September and the early months from sharing wholly in the advance. The chief interest on Monday and Tuesday was in the winter and spring months. On Wednesday the early months received more attention. Thursday opened dearer, but the advance was lost at the close. To-day the opening was without much change, though slightly irregular. Later there was an advance of 6¢ at 8 points, which was pretty well maintained at the close except for September.

Cotton on the spot has been fairly active for export and home consumption. There was no change in quotations until yesterday, when strict good ordinary white and grades below were advanced 1/8¢, and stained advanced 1-16¢. To-day there was a large business for home consumption at unchanged prices, and middling uplands closed at 10 1/8¢.

The total sales for forward delivery for the week are 542,200 bales. For immediate delivery the total sales foot up this week 8,114 bales, including 1,650 for export, 5,469 for consumption, 845 for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

Sept. 1 to Sept. 7.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 40 lb	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Ord.	8	8	8	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Good Ord.	8 1/8	8 1/8	8 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord	9 3/8	9 3/8	9 3/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Low Midd'g	9 1/2	9 1/2	9 1/2	10	10	10	10	10	10
Str. L'w Midd	9 1/2	9 1/2	9 1/2	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling .....	10 1/2	10 1/2	10 1/2	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Good Midd.	10 1/2	10 1/2	10 1/2	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. G'd Midd	10 3/8	10 3/8	10 3/8	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair .....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
Wed	Th.	Fri.	Wed	Th.	Fri.	Wed	Th.	Fri.	
Ordin'y. 40 lb	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Ord.	8	8 1/8	8 1/8	8 1/4	8 3/8	8 3/8	8 1/4	8 3/8	8 3/8
Good Ord.	8 1/8	8 1/8	8 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord	9 3/8	9 3/8	9 3/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8	9 5/8
Low Midd'g	9 1/2	9 1/2	9 1/2	10	10	10	10	10	10
Str. L'w Midd	9 1/2	9 1/2	9 1/2	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling .....	10 1/2	10 1/2	10 1/2	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Good Midd.	10 1/2	10 1/2	10 1/2	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8	10 3/8
Str. G'd Midd	10 3/8	10 3/8	10 3/8	11	11	11	11	11	11
Midd'g Fair	11 1/4	11 1/4	11 1/4	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Fair .....	12	12	12	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4	12 1/4
STAINED.	Sat.	Mon.	Tues.	Wed	Th.	Fri.			
Good Ordinary .....	7	7	7	7	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary .....	8 1/2	8 1/2	8 1/2	8 1/2	8 3/8	8 3/8	8 3/8	8 3/8	8 3/8
Low Middling .....	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.		
		Ex- port.	Con- sump.	Spec- u'll'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat.	Quiet and steady	500	812	100	....	1,412	51,600	400
Mon.	Dull	500	910	452	....	452	81,600	600
Tues.	Steady	500	910	....	....	1,410	84,300	300
Wed.	Firm	300	643	293	....	1,241	157,900	200
Thurs	Quiet & rev. quo	330	500	....	....	1,122	86,300	200
Fri.	Steady	....	2,477	....	....	2,477	76,500	200
Total	.....	1,656	5,619	845	....	8,114	542,200	2,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the

daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market, Prices and Sales of FUTURES.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Market, Prices and Total Sales.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	
Saturday, Sept. 1— Sales, total Prices paid (range) Closing.....	Firm. 51,000 10-10-10-13 Dull.	Aver., 10-11 4,200 10-14-10-15 10-14-10-15	Aver., 10-13 10-17-10-18 10-17-10-18	Aver., 10-27 6,800 10-25-10-25 10-26-10-27	Aver., 10-37 6,100 10-35-10-37 10-36-10-37	Aver., 10-30 1,400 10-28-10-31 10-30-10-31	Aver., 10-64 1,900 10-64-10-64 10-63-10-64	Aver., 10-76 4,900 10-74-10-77 10-75-10-77	Aver., 10-87 3,500 10-86-10-87 10-85-10-86	Aver., 10-98 10-97-10-98 10-96-10-98	Aver., 11-07 11-06-11-07 11-05-11-07	Aver., 11-14 11-14-11-14 11-14-11-14	
Monday, Sept. 3— Sales, total Prices paid (range) Closing.....	Firm. 41,000 10-09-10-13 Steady.	Aver., 10-09 10-10-10-15 10-10-10-16	Aver., 10-19 3,900 10-17-10-20 10-19-10-21	Aver., 10-30 10,400 10-26-10-31 10-29-10-30	Aver., 10-39 30,900 10-36-10-41 10-39-10-40	Aver., 10-32 7,500 10-30-10-32 10-31-10-32	Aver., 10-63 7,600 10-61-10-63 10-62-10-63	Aver., 10-77 4,900 10-75-10-78 10-76-10-78	Aver., 10-89 2,100 10-87-10-90 10-89-10-90	Aver., 11-01 700 10-98-11-02 11-01-11-03	Aver., 11-09 2,600 11-08-11-10 11-08-11-10	Aver., 11-14 2,400 11-13-11-14 11-13-11-14	
Tuesday, Sept. 4— Sales, total Prices paid (range) Closing.....	Firm. 88,300 10-09-10-13 Firm.	Aver., 10-11 3,800 10-10-10-13 10-10-10-20	Aver., 10-23 8,200 10-21-10-24 10-21-10-26	Aver., 10-34 12,500 10-31-10-34 10-30-10-31	Aver., 10-44 22,500 10-42-10-47 10-43-10-47	Aver., 10-58 5,700 10-56-10-57 10-56-10-61	Aver., 10-70 16,800 10-68-10-74 10-70-10-74	Aver., 10-82 3,300 10-80-10-83 10-82-10-83	Aver., 10-94 4,000 10-92-10-98 10-93-10-98	Aver., 11-05 11-02-11-08 11-07-11-09	Aver., 11-14 2,400 11-12-11-15 11-12-11-15	Aver., 11-14 2,400 11-13-11-14 11-13-11-14	
Wednesday, Sept. 5— Sales, total Prices paid (range) Closing.....	Variable. 157,000 10-06-10-14 Lower.	Aver., 10-13 17,400 10-14-10-24 10-13-10-14	Aver., 10-28 13,500 10-21-10-24 10-21-10-24	Aver., 17,100 10,300 10-32-10-33 10-32-10-33	Aver., 10-46 47,300 10-43-10-47 10-43-10-47	Aver., 10-53 15,000 10-50-10-53 10-50-10-53	Aver., 10-77 8,500 10-76-10-80 10-76-10-80	Aver., 10-88 7,500 10-86-10-92 10-88-10-92	Aver., 11-00 18,300 10-98-11-03 10-98-11-03	Aver., 11-12 2,300 11-02-11-13 11-02-11-13	Aver., 11-10 1,500 11-09-11-11 11-09-11-11	Aver., 11-13 1,500 11-11-11-13 11-11-11-13	
Thursday, Sept. 6— Sales, total Prices paid (range) Closing.....	Variable. 100,500 10-05-10-16 Dull.	Aver., 10-07 9,000 10-13-10-16 10-13-10-16	Aver., 10-22 8,000 10-19-10-26 10-20-10-21	Aver., 10-33 10,300 10-30-10-36 10-30-10-31	Aver., 10-44 22,500 10-42-10-47 10-43-10-47	Aver., 10-57 7,300 10-55-10-59 10-55-10-56	Aver., 10-72 10,600 10-68-10-73 10-68-10-73	Aver., 10-82 10,800 10-80-10-83 10-80-10-83	Aver., 10-93 5,000 10-91-10-97 10-91-10-97	Aver., 11-03 11,400 11-00-11-03 11-01-11-03	Aver., 11-16 1,600 11-10-11-12 11-10-11-12	Aver., 11-16 1,600 11-15-11-16 11-15-11-16	
Friday, Sept. 7— Sales, total Prices paid (range) Closing.....	Higher. 76,500 10-05-10-17 Steady.	Aver., 10-08 4,200 10-05-10-10 10-13-10-20	Aver., 10-17 6,400 10-18-10-22 10-18-10-20	Aver., 10-38 9,400 10-30-10-40 10-39-10-40	Aver., 10-47 23,300 10-41-10-51 10-50-10-51	Aver., 10-60 6,600 10-53-10-64 10-53-10-64	Aver., 10-73 5,600 10-68-10-77 10-77-10-78	Aver., 10-86 4,200 10-79-10-90 10-88-10-90	Aver., 10-97 5,200 10-94-10-99 10-99-11-00	Aver., 11-08 2,300 11-02-11-11 11-10-11-12	Aver., 11-14 1,600 11-11-11-17 11-11-11-21	Aver., 11-14 1,600 11-13-11-14 11-13-11-14	
Total sales this week. Average price, week.	542,200	62,800	38,300	68,600	162,600	43,500	36,100	25,900	39,300	12,000	7,400	100	
Sales since Sep. 1, '83.	542,200	62,800	38,300	68,600	162,600	43,500	36,100	25,900	39,300	12,000	7,400	100	

**Transferable Orders**—Saturday, 10-10c.; Monday, 10-10c.; Tuesday, 10-15c.; Wednesday, 10-10c.; Thursday, 10-10c.; Friday, 10-10c.  
**Short Notices for September**—Saturday, 10-07@10-09c.; Monday, 10-09@10-07c.; Tuesday, 10-07@10-08c.; Thursday, 10-06@10-08c.; Friday, 10-07@10-08c.

**U** We have included in the above table, and shall continue each week to give, the average price of futures each day for each month. It will be found under each day following the abbreviation "Aver." The average for each month for the week is also given at bottom of table.

**The following exchanges have been made during the week.**

- |                                      |  |
|--------------------------------------|--|
| *49 pd. to exch. 400 Jan. for May.   | *26 pd. to exch. 1,990 Oct. for Jan.   |
| *04 pd. to exch. 100 Sept. for Oct.  | *32 pd. to exch. 1,000 Sept. for Jan.  |
| *19 pd. to exch. 660 Nov. for Jan.   | *03 pd. to exch. 100 Sept. s. n. 8th   |
| *45 pd. to exch. 400 Nov. for Mar.   | for regular                            |
| *46 pd. to exch. 400 Nov. for Mar.   | *03 pd. to exch. 100 Sept. s. n. 8th   |
| *16 pd. to exch. 2,000 Oct. for Dec. | for regular                            |
| *01 pd. to exch. 100 Sept. for May.  | *05 pd. to exch. 100 Sept. s. n. 10th  |
| *10 pd. to exch. 500 Dec. for April. | for Oct.                               |
| *24 pd. to exch. 100 Feb. for Jan.   | 100 Sept. s. n. 11th for reg'lar even. |

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Sept. 7), we add the item of exports from the United States, including in it the exports of Friday only.

	1893.	1892.	1891.	1890.
Stock at Liverpool.....bales.	831,900	605,000	710,000	597,000
Stock at London.....	43,500	78,500	45,700	49,600
<b>Total Great Britain stock</b>	<b>874,500</b>	<b>683,500</b>	<b>755,700</b>	<b>646,600</b>
Stock at Hamburg.....	5,000	3,000	1,500	3,600
Stock at Bremen.....	41,200	36,300	48,600	29,000
Stock at Amsterdam.....	26,000	11,200	29,900	13,300
Stock at Rotterdam.....	1,936	1,500	3,470	2,570
Stock at Antwerp.....	82,000	5,300	2,300	981
Stock at Havre.....	103,900	160,900	172,000	77,200
Stock at Marseilles.....	10,000	1,600	4,580	8,120
Stock at Barcelona.....	55,200	24,000	41,300	40,000
Stock at Genoa.....	12,000	13,800	17,000	11,000
Stock at Trieste.....	10,000	6,000	9,000	6,200

Total continental stocks...	276,300	199,000	329,630	192,071
<b>Total European stocks...</b>	<b>1,150,800</b>	<b>891,560</b>	<b>1,085,350</b>	<b>838,671</b>
India cotton afloat for Europe ..	170,000	230,000	175,000	121,000
Amer'n cotton afloat for Europe ..	56,000	49,000	91,000	71,000
Egypt, Brazil, & afloat for Europe ..	26,000	14,000	20,000	18,000
Stock in United States ports ..	214,875	111,355	248,378	159,414
Stock in U. S. interior towns ..	37,292	8,240	42,852	25,550
United States exports to-day ..	110	4,050	7,890	7,900

Total visible supply.....	1,652,080	1,283,143	1,671,111	1,236,162
---------------------------	-----------	-----------	-----------	-----------

Of the above, the totals of American and other descriptions are as follows:

<i>American—</i>				
Liverpool stock.....	548,000	267,000	554,000	379,000
Continental stocks.....	156,000	70,000	182,000	108,000
American afloat for Europe....	56,000	49,000	91,000	71,000
United States stock.....	211,878	111,353	218,978	154,941
United States interior stocks....	37,292	8,240	42,983	25,530
United States exports to-day....	110	4,050	7,800	7,000

Total American.....	1,909,280	509,643	1,126,761	745,491
<i>East Indian, Brazil, &amp;c.—</i>				
Liverpool stock.....	283,000	338,000	156,000	218,000
London stock.....	43,500	78,500	45,700	49,600
Continental stocks.....	120,390	128,000	147,650	84,071
India afloat for Europe.....	170,000	220,000	175,000	121,000
Egypt, Brazil, &c. afloat.....	26,000	14,000	20,000	18,000

Total East India, &c .....	642,800	778,500	544,350	490,671
Total American.....	1,009,280	509,643	1,126,761	745,491

Total visible supply.....	1,652,080	1,288,143	1,671,111	1,236,162
---------------------------	-----------	-----------	-----------	-----------

Price Mid. UpL. Liverpool ..... 51 1/16d. 7d. 7 3/4d. 7 1/2d.

**THE imports into Continental ports this week have been 16,000 bales.**

The above figures indicate an *increase* in the cotton in sight to-night of 363,937 bales as compared with the same date of 1882, a *decrease* of 19,031 bales as compared with the corresponding date of 1881 and an *increase* of 415,918 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement:

TOWNS.	Receipts.				Shipments.				Total, all .....
	This week.	Since Sept. 1, '82.	This week.	Since Sept. 1, '82.	This week.	Since Sept. 1, '82.	Shipments.		
Alameda, Ga.	1,685	1,685	1,554	3,857	924	1,093	1,240	560	
Columbus, Ga.	1,138	1,138	1,311	2,839	1,035	1,148	837	633	
Waynesboro, Ga.	1,065	1,065	1,062	2,574	1,821	1,919	1,638	1,460	
Waynes, Ala.	1,653	1,653	1,462	2,574	1,411	1,411	55	55	
Memphis, Tenn.	738	1,788	1,370	1,852	6,339	1,410	636	1,025	
Memphis, Tenn.	471	471	2,076	831	24	113	27	590	
Memphis, Tenn.	1	1	45	831	24	113	27	590	
Dallas, Tex.	80	80	309	309	5	8	5	32	
Dallas, Tex.	25	25	25	4,226	5	5	5	5	
Shreveport, La.	906	906	290	4,226	284	284	112	329	
Vicksburg, Miss.	305	305	271	1,458	26	26	11	105	
Columbus, Miss.	60	60	60	3	3	3	3	3	
Centerville, Ala.	60	60	5	177	3	3	3	3	
Centerville, Ala.	195	195	80	112	563	633	331	439	
Atlanta, Ga.	400	400	135	1,192	75	75	275	400	
Atlanta, Ga.	453	453	170	3,583	75	75	275	400	
Rome, Ga.	200	200	130	2,911	21	21	21	21	
Charlotte, N. C.	1,380	1,380	1,80	1,55	107	107	153	153	
St. Louis, Mo.	622	622	789	4,556	296	319	591	1,444	
Cincinnati, O.	2,032	2,032	562	1,951	1,905	5,115	946	969	
Total, old towns	12,653	12,653	11,468	57,292	8,433	9,242	8,227	8,240	
Newberry, S. C.	120	120	120	31	6	6	31	5	
Kallegah, S. C.	35	35	72	328	3	3	3	3	
Little Rock, Ark.	1,4	1,4	7	1,133	10	10	95	160	
Little Rock, Ark.	32	32	501	3,870	1	1	183	153	
Houston, Tex.	1,000	1,000	101	310	4	4	1	1	
Houston, Tex.	9,332	9,345	800	9,337	2,726	2,536	1,739	2,063	
Total, new towns	10,625	10,625	8,585	16,284	15,263	15,661	14,476	8,579	
Total, all .....	23,308	23,308	20,053	73,576	23,696	27,509	22,703	16,519	

\* This year's figures estimated.

The above totals show that the old interior stocks have *increased* during the week 1,227 bales, and are to-night 29,052 bales *more* than at the same period last year. The receipts at



the same towns have been 4,250 bales more than the same week last year, and since September 1 the receipts at all the towns are 4,200 bales less than for the same time in 1882.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Sept. 7.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
New Orleans....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Mobile.....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Savannah....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Charleston....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Wilmington....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Norfolk.....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Boston.....	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>
Baltimore....	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>
Philadelphia..	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>	10 <sup>1</sup> / <sub>16</sub>
Augusta.....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Memphis.....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
St. Louis....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Cincinnati....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>
Louisville....	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>	9 <sup>1</sup> / <sub>16</sub>

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			S'k at Interior Towns.			Receipts from Plant'n's		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
June 22.....	23,476	13,889	12,385	91,236	59,759	88,240	17,759	1,011	1,872
" 29.....	20,692	9,288	11,497	75,617	10,417	79,509	8,049	175	2,766
July 6.....	10,163	6,556	11,914	72,391	42,843	74,647	19,387	2,012	7,052
" 13.....	18,199	8,142	11,024	74,068	35,454	68,762	10,411	753	5,139
" 20.....	19,352	9,110	9,308	65,759	31,622	64,235	11,115	5,345	4,885
" 27.....	16,151	6,129	6,299	55,277	28,276	61,629	8,672	2,780	5,086
Aug. 3.....	17,815	4,815	7,064	52,411	24,446	57,886	11,682	985	3,321
" 10.....	13,092	4,811	9,706	48,273	21,063	53,206	8,894	1,438	5,026
" 17.....	20,538	6,350	10,305	45,571	13,535	52,916	17,636	1,798	9,115
" 24.....	35,078	12,372	11,395	40,492	14,327	50,520	30,199	10,144	9,875
" 31.....	47,722	23,032	22,571	46,422	15,526	50,349	52,052	24,231	22,754
Sept. 7.....	72,612	24,685	33,308	57,410	13,519	53,576	81,000	9,681	37,728

The above statement shows—1. That the total receipts from the plantations since September 1, in 1883, were 37,728 bales; in 1882 were 33,777 bales; in 1881 were 100,553 bales. 2.—That, although the receipts at the out-ports the past week were 33,308 bales, the actual movement from plantations was 37,728 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the same week were 29,681 bales and for 1881 they were 83,600 bales.

WEATHER REPORTS BY TELEGRAPH.—There is a slight improvement in the weather conditions in some sections of the South, but in Texas the drought continues. Picking has become general, and is making excellent headway in many sections.

Galveston, Texas.—We have had showers on four days of the week, altogether insufficient. The rainfall reached seventy-four hundredths of an inch. A portion of the stock region of western Texas has received good rains, but nearly every other section of the State is still parched by drought, and the crop prospect is going from bad to worse very fast. If rain does not come within a week it will be an injury rather than a benefit to cotton. Average thermometer 83, highest 90 and lowest 75.

Indianola, Texas.—It has rained tremendously on four days of the week, the rainfall reaching five inches and thirty-five hundredths. The hard rain extended westward and southward but none of any consequence has fallen east and north. At Cuero there was only a light shower. The rain will be of immense benefit to the cattle interest where it has fallen, but the cotton region derives no benefit. On Tuesday there was a hard gale, the wind reaching forty-five miles an hour, but no serious damage was done. Picking progresses well. The thermometer has ranged from 73 to 92, averaging 83.

Dallas, Texas.—The weather has been warm and dry all the week. We are needing rain. Good progress is being made with picking. The thermometer has averaged 82, ranging from 64 to 100.

Brenham, Texas.—We have had no rain during the week. There seems no salvation for the crop. Picking is making satisfactory headway. The thermometer has averaged 83, the highest being 98, and the lowest 67.

Palestine, Texas.—The weather has been warm and dry all the week. The drought has become dreadful, and much damage has been done. Good progress in picking is being made. Average thermometer 82, the highest being 95 and lowest 67.

Huntsville, Texas.—No rain during the week; we are burning up from drought, with very little hope of relief; much damage has been done. Picking progresses finely. The thermometer has ranged from 66 to 97, averaging 82.

Weatherford, Texas.—The weather has been dry and warm all the week. There is no positive suffering as yet, but we

are beginning to need rain rather badly. Cotton-picking is making good progress. The thermometer has averaged 80, ranging from 61 to 99.

Belton, Texas.—We have had no rain during the week. The drought has done immense damage to the crop, and there is no relief yet. Picking is progressing finely. The thermometer has averaged 82, the highest being 99 and the lowest 65.

Luling, Texas.—The weather has been warm and dry during the week. The cotton crop is ruined. Picking is making good progress, and will end earlier than ever known. Average thermometer 87, highest 101 and lowest 73.

New Orleans, Louisiana.—We have had no rain during the week. The thermometer has averaged 76.

Shreveport, Louisiana.—Telegram not received.

Vicksburg, Mississippi.—Telegram not received.

Meridian, Mississippi.—Telegram not received.

Columbus, Mississippi.—It has rained on one day of the week, the rainfall reaching fifteen hundredths of an inch. Since picking has commenced planters are reducing their estimates, on account of the large amount of seed cotton required to make a bale. Average thermometer 82, the highest being 104 and lowest 66.

Little Rock, Arkansas.—It has been cloudy on two days of the week, and the remainder of the week has been clear and pleasant. The thermometer has averaged 77, the highest being 93 and the lowest 58. During the month of August we had rain on seven days, and the rainfall reached two inches and seven hundredths. The thermometer averaged 77, the highest being 94 and the lowest 61.

Last week we had rain on one day, and the rainfall reached seventy-five hundredths of an inch. It was reported that cotton had stopped fruiting, and rust was causing considerable damage on uplands. The thermometer averaged 80, and ranged from 63 to 95. Rainfall for August, five inches and sixty-three hundredths.

Memphis, Tennessee.—We had a fine rain on Wednesday night, the first since August 5th, the rainfall reaching ninety hundredths of an inch. Picking is going on in sections, but will not become general until the 15th inst. The thermometer has averaged 76, ranging from 61 to 92. We had nine days of rain during August, and the rainfall reached one inch and eighty-five hundredths. The thermometer averaged 76.8, and ranged from 61.5 to 94.

Nashville, Tennessee.—We have had rain on one day of the week, the rainfall reaching fifty-two hundredths of an inch. The thermometer has ranged from 55 to 90, averaging 74.

Mobile, Alabama.—We have had no rain during the week. Picking is progressing finely, and will be completed at an unusually early date. Average thermometer 80, the highest being 94 and the lowest 68. Rainfall for August, six inches and fifty-four hundredths.

Montgomery, Alabama.—We have had rain during the week, but not enough to do much good. The weather has in general been warm and dry. Crop accounts are more favorable.

Selma, Alabama.—We have had no rain during the week. Picking is making good headway. The thermometer has averaged 77, the highest being 93 and the lowest 63.

Madison, Florida.—The weather has been warm and dry all the week. Caterpillars are reported everywhere, and it is claimed that great injury is being done. The Sea Island cotton crop is reported to be cut off one half. Planters are marketing their crop freely. Average thermometer 90, highest 99 and lowest 74.

Macon, Georgia.—We have had no rain during the week; it is now cloudy. There is no change in crop prospects. Good progress is being made with picking. The thermometer has averaged 77, ranging from 61 to 92.

Columbus, Georgia.—We have had no rain during the week. Picking progresses finely. The thermometer has ranged from 75 to 92, averaging 83.

Savannah, Georgia.—It has rained on one day of the week, and the remainder of the week has been pleasant. The rainfall reached fifty-three hundredths of an inch. The thermometer has averaged 76, the highest being 89 and the lowest 65.

Augusta, Georgia.—The weather has been warm and dry during all the week. Picking is making excellent progress, and planters are marketing their crop freely. Average thermometer 76, highest 91, lowest 61.

Atlanta, Georgia.—The weather has been dry and unfavorable for the rapid opening of cotton during the week. We had rain on one day, but the rainfall reached only three hundredths of an inch. The thermometer has averaged 75, ranging from 60 to 92.

Charleston, South Carolina.—It has rained on one day of the week, the rainfall reaching fourteen hundredths of an inch. The thermometer has ranged from 66 to 90, averaging 76.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock September 6, 1883, and September 7, 1882.

	Sept. 6, '83.		Sept. 7, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below	high-water mark	12	5
Memphis.....	Above	low-water mark.	6	7
Nashville.....	Above	low-water mark.	1	1
Shreveport.....	Above	low-water mark.	5	0
Vicksburg.....	Above	low-water mark.	Miss ing.	14

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water

mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—We have rearranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to September 6.

**BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.**

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Brit'n.	Continent.	Total.	This Week.	Since Jan. 1.
1883	2,000	4,000	6,000	413,000	779,000	1,222,000	2,000	1,543,000
1882	13,000	4,000	17,000	738,000	594,000	1,330,000	6,000	1,610,000
1881	2,000	4,000	6,000	298,000	534,000	832,000	3,000	1,148,000
1880	1,000	1,000	2,000	353,000	182,000	535,000	5,000	1,077,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 4,000 bales, and a decrease in shipments of 11,000 bales, and the shipments since January 1 show a decrease of 108,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883	—	—	—	81,000	10,800	91,800
1882	800	—	800	104,700	31,900	136,600
Madras—						
1883	2,800	—	2,800	13,500	1,000	14,500
1882	4,000	—	4,000	52,400	4,100	56,500
All others—						
1883	6,000	4,000	10,000	21,000	6,400	27,400
1882	1,200	7,400	8,600	43,000	26,700	69,700
Total all—						
1883	8,800	4,000	12,800	118,500	18,200	136,700
1882	6,000	7,400	13,400	201,100	62,700	263,800

The above totals for the week show that the movement from the ports other than Bombay is 600 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows.

**EXPORTS TO EUROPE FROM ALL INDIA.**

Shipments to all Europe from—	1883.		1882.		1881.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	6,000	1,222,000	17,000	1,330,000	6,000	832,000
All other ports.	12,800	136,700	13,400	263,800	300	188,800
Total	18,800	1,358,700	30,400	1,592,800	6,300	1,020,800

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding weeks of the previous two years.

Alexandria, Egypt, Sept. 6.		1883.	1882.	1881.
Receipts (cantars)—				
This week.		—	—	—
Since Sept. 1		—	—	—
Exports (bales)—				
To Liverpool		—	—	—
To Continent		—	—	—
Total Europe		—	—	—

\* A cantar is 98 lbs.

This statement shows that the receipts for the week ending Sept. 6 were — cantars and the shipments to all Europe were — bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is quiet with limited business at unchanged prices. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.	32s Cop.	34s Cop.	36s Cop.	38s Cop.	40s Cop.
July 6	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.	d. d. s. d.
" 13	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 20	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 27	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
Aug. 3	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 10	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 17	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 24	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
" 31	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4
Sept. 7	8 3/4	9 1/4	9 1/2	9 3/4	10 1/4	8 1/2	9 1/4	9 1/2	9 3/4	10 1/4

**ANNUAL COTTON CROP STATEMENT.**—In our editorial columns will be found our annual crop statement, with the usual facts and information with regard to consumption, &c.

**NEW YORK COTTON EXCHANGE.**—At the meeting of members on Tuesday last, referred to on Sept. 1, several speeches were delivered for and against the proposed amendments of the commission laws. Mr. Thomas A. Patterson did not think that they would answer the intended purpose, and recommended that the difference in price in selling futures, which is now only 1-100, should be raised to 1-32, namely, about equal to the lowest rate of commission paid at present by members of the Exchange; also that certificates of delivery should be issued in order to do away with the injustice of the present system of delivery, which in many instances occasioned a loss, cotton of irregular quality on re-delivery being frequently re-classed as of a lower description. Mr. Walter T. Miller spoke in favor of the amendment proposed by the Board and answered protests which were read by Mr. Henry Hentz and by Mr. F. W. Williams, and by other parties, who paid two years ago \$5,000 for seats; Mr. Miller's argument was that they had had the equivalent, as they had saved \$10 on every 100 bales bought and sold since; still we fail to see how the use for a certain time of a perpetual privilege paid for, extinguishes the privilege. An amendment of the amendments made by Mr. F. W. Williams to refer the whole matter back to the Board was lost, and it was ordered that the proposed amendments be put to the vote on Friday, Sept. 7.

On Friday, however, all the amendments, as they required a two-thirds majority, were lost. The first five paragraphs in relation to rates, &c., received 116 yeas and 108 nays, and the last paragraph, in relation to salaries of agents or clerks, received 80 yeas and 144 nays.

The visitors this week have been as follows:

F. H. Cutchin, N. C.	R. Leigh Worsley, Liverpool.
Fred. Haug, Georgia.	C. E. F. H. P. Memphis.
Leroy Davidson, North Carolina.	J. D. Weld, Savannah.
C. M. Little, North Carolina.	W. S. Roberts, Augusta, Ga.
John M. Price, Richmond, Va.	Dr. Barry, Augusta, Ga.
W. H. Hardin, Chester, S. C.	Holmes Boisen, Petersburg, Va.
R. B. Thompson, Scotland.	J. A. Warwick, Petersburg, Va.
Steward Nicholson, New Orleans.	J. G. Harrison, Petersburg, Va.
J. Y. S. Mitchell, Norfolk, Va.	G. B. McCrary, Clinton, S. C.
Lucius Green, North Carolina.	L. A. McCord, Clinton, S. C.
H. Lavila.	R. R. Blakely, Clinton, S. C.
H. H. Kiggs, Charleston, S. C.	W. F. Alexander, Augusta, Ga.
D. D. Gaslin, South Carolina.	H. C. Davidson, Montgomery, Ala.
C. V. Botic, North Carolina.	J. E. Holmes, Charleston, S. C.
C. E. Hutchinson, North Carolina.	W. D. Holmes, Charleston, S. C.
W. T. Robinson, Enfield, Ala.	J. P. Quinn, Easton, Va.
H. R. Johnston, Shreveport, La.	B. J. Keech, Barbours, N. Carolina.
Walter C. Boykin, Augusta, Ga.	Richard Harker, Liverpool.
J. W. Fulmer, Memphis.	P. E. Hinde, Liverpool.
C. A. Johnston, Mississippi.	A. E. Smith, South Carolina.
J. R. Mathews, Newberry, S. C.	Gen. R. F. Patterson, Memphis.
C. S. Bowman, Newberry, S. C.	A. J. Landon, Wilmington.

**JUTE BUTTS, BAGGING, &c.**—There has been a fair jobbing demand for bagging during the past week, and considerable stock has been worked off. Large parcels have not been inquired for, buyers showing no disposition to take more than actually required. Prices are a shade firmer, holders now quoting 9 1/4c. for 1 1/2 lbs., 10 1/4c. for 1 3/4 lbs., 11c. for 2 lbs. and 11 1/4c. for standard grades, but round lots are obtainable at a discount from these rates. Butts have been taken to a moderate extent at steady rates, and sales are reported of some 5,000 bales at 1 15-16@2 1/4c., as to grade. The transactions for the past month foot up 25,000 bales, part spot and part to arrive, leaving the total visible supply 179,741 bales. At the close the market is steady, at 1 15-16@2c. for paper grades and 2 1/2@2 3/4c. for bagging qualities.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**

A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1882.	1881.	1880.	1879.	1878.	1877.
Sept'mb'r	326,656	429,777	458,478	333,643	288,841	98,491
October	980,584	853,195	968,318	888,492	689,264	578,533
Novemb'r	1,094,637	974,013	1,006,501	942,272	779,237	822,493
Decemb'r	1,112,536	996,807	1,020,802	956,464	892,684	900,119
January	752,827	487,727	571,701	647,140	616,777	689,610
February	595,598	291,992	572,728	447,918	564,824	472,051
March	482,772	237,099	475,582	261,913	302,955	340,525
April	234,519	147,595	284,246	158,025	166,459	197,965
May	185,523	113,573	190,034	110,006	84,299	96,314
June	78,504	68,679	131,871	88,455	29,472	42,142
July	42,299	36,890	78,572	54,258	13,988	20,240
August	58,386	45,143	115,114	67,372	18,081	34,561
Correct'ns.	24,837	17,844	123	42,714	438	52,595
Total year	6,019,738	4,720,364	5,874,099	5,001,672	4,447,276	4,315,645
Per centage of tot. port receipts Aug. 31..	99.62	100.00	99.15	99.99	98.79	98.79
Corrections	00.38	00.00	00.85	00.01	01.21	01.21
Total port receipts..	100.00	100.00	100.00	100.00	100.00	100.00





	Wednes., Sept. 3.				Thurs., Sept. 6.				Fri., Sept. 7.			
	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.	Open.	High.	Low.	Clos.
September.	5.45	5.45	5.45	5.45	5.43	5.45	5.43	5.41	5.43	5.43	5.43	5.43
Sept.-Oct.	5.43	5.41	5.43	5.41	5.42	5.42	5.42	5.42	5.41	5.41	5.40	5.41
Oct.-Nov.	5.42	5.43	5.42	5.43	5.41	5.42	5.41	5.41	5.40	5.41	5.40	5.41
Nov.-Dec.	5.42	5.43	5.42	5.43	5.41	5.41	5.40	5.41	5.39	5.40	5.39	5.39
Dec.-Jan.	5.43	5.44	5.43	5.44	5.42	5.42	5.41	5.42	5.41	5.41	5.40	5.41
Jan.-Feb.	5.46	5.47	5.46	5.47	5.44	5.44	5.44	5.44	5.44	5.44	5.43	5.44
Feb.-March	5.48	5.50	5.48	5.50	5.47	5.49	5.47	5.47	5.47	5.47	5.47	5.47
Mar.-Apr.	5.51	5.53	5.51	5.53	5.51	5.51	5.51	5.51	5.50	5.50	5.50	5.50
April-May.	5.51	5.56	5.51	5.55	5.51	5.55	5.51	5.51	5.53	5.53	5.52	5.52
May-June.	5.58	5.60	5.57	5.59	5.57	5.57	5.57	5.57	.....	.....	.....	.....
June-July.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
July-Aug.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## BREADSTUFFS.

FRIDAY, P. M., Sept. 7, 1883.

Flour during most of the week has been dull both for domestic and foreign account, and prices have declined in some instances, the depression being most notable in new patents and other grades of new, as well as winter clears and straights. The British markets are well supplied, and this fact will account for the slowness of the trade with Great Britain. The receipts of new flour have been larger. Yesterday, however, the market was firmer, with an active trade for export, 12,000 barrels of city mill extra selling at \$5 25@5 70, the total sales for the day being 27,000 barrels. This movement was stimulated in a measure by a stronger market for wheat. To-day the market was fairly active and firm.

Wheat has been rather more active on speculation, but the export trade has, as a rule, been only moderate. Prices have fallen from 2 to 3½c., options showing the greatest depression more particularly the later months. Large receipts at the West and the favorable crop prospects had a depressing effect for some days, but later on cooler weather, and some decrease in the receipts at Chicago, led to covering by the shorts both here and in that market, and a portion of the early decline was recovered. The export transactions, moreover, showed a material increase, yesterday running up to 350,000 bushels, and this fact also infused more strength into the market. During the week No. 2 Chicago and Milwaukee spring wheat has sold at \$1 07½, new white State at \$1 15 to \$1 18½, and new red Southern at \$1 18 to \$1 20 delivered. To-day the market was ½ to ¾c. higher on the spot and options, after some early depression, also advanced slightly with a fair business; No. 2 red sold at \$1 15½@1 15½ for September; \$1 16½@1 17¼ for October; \$1 18½@1 19½ for November; \$1 20½@1 21½ for December; and \$1 22½@1 23½ for January. The sales on the spot included No. 2 red at \$1 15½ in elevator and \$1 15½@1 17 delivered, No. 3 red at \$1 12 and No. 4 at 95½c.

Indian corn has been rather irregular. Within a day or two the foreign demand here has improved, but the speculation has kept within moderate limits throughout the week. At one time the fine weather at the West, and the liberal receipts at the great Lake marts had a depressing effect on the quotations, but a fall in the temperature and unverified rumors of frost led to some covering of contracts both here and at Chicago, and something of a rally in prices. The reaction has not been marked, partly for the reason that the demand from the shorts has not been large; partly because the prospects point to an enormous crop, probably the largest ever raised in this country, and partly because of the large quantities already pouring into the distributing markets of the interior. To-day there was a fair demand and cash corn advanced slightly; options opened lower, but recovered and advanced slightly; No. 2 mixed was at 60½@61c. for September, 61½c. for October and 60½@60¾c. for November.

Rye has sold fairly at some decline. Barley has been dull and nominal. Oats have been more active latterly at advancing prices, though earlier in the week the market as steadily declined, owing to large receipts at the West. The cooler weather at the West within a few days has partly caused the upward turn, though this is more due to the usual sympathy with a rise in corn. To-day the market was ½@1c. higher; No. 2 mixed sold at 33¼@34c. for September, 34½@35c. for October, 35¼@36½c. for November and 39c. for December.

The following are closing quotations:

## FLOUR.

No. 2 spring... 300	Patents, winter....	\$5 50@	7 25
No. 2 winter.....	City shipping extras.	5 25@	6 00
Superfine.....	Southern bakers' and		
Spring wheat extras.	family brands.....	5 60@	7 75
do bakers'.....	South'n ship'g extras.	4 25@	5 75
Wls. & Minn. rye mix.	Rye flour, superfine..	3 75@	4 15
Minn. clear and stra.	Corn meal.....		
Winter ship'g extras.	Western, do.....	3 00@	3 40
Patents, spring.....	Brandywine, do.....	3 40@	3 50

## GRAIN.

Wheat—		Corn—		
Spring, per bush.	.....	Yellow Southern.	64	@ 65
Spring No. 2.....	1 08	White No. 2.....	62	@ 72
Red winter, No. 2.....	1 15 1/2	Rye—Western.....	69	@ 72
Red winter.....	1 02 @ 1 16	State & Canada.....	74	@ 76
White.....	85 @ 1 10	Oats—Mixed.....	32	@ 35
White No. 1.....		White.....	32 1/2	@ 41
Corn—West. mixed.....		No. 2 mixed.....	33 1/2	@ 34
West. mix. No. 2.....	62 @ 62 1/2	No. 2 white.....	35	@ 35 1/2
White Southern.....	67 @ 68	Barley nominal.		

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending Sept. 1 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 56 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	48,512	544,656	2,870,950	1,309,038	28,928	302,823
Milwaukee.....	39,569	44,755	3,890	32,800	19,050	10,025
Toledo.....	2,732	875,611	135,590	51,873	.....	30,941
Detroit.....	2,20	235,106	17,710	45,217	293	1,165
Cleveland.....	2,563	197,500	6,500	41,400	.....	500
St. Louis.....	35,474	749,731	277,155	253,591	13,979	12,399
Peoria.....	625	15,450	394,720	602,955	6,60	47,390
Duluth.....	20,000	5,761	16,451	.....	.....	.....
Tot. wk. '83	151,678	2,028,610	3,641,333	2,436,527	61,765	403,123
Same wk. '82	130,652	3,312,926	1,971,266	2,569,540	50,433	196,251
Same wk. '81	149,247	2,491,616	4,771,371	891,427	215,437	149,005
Since Aug. 1—						
1883.....	766,610	11,628,237	13,641,171	7,682,313	160,978	1,202,517
1882.....	698,837	13,183,775	7,180,901	7,973,537	122,321	380,823
1881.....	874,031	9,717,319	22,078,203	4,063,311	332,057	553,737

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to Sept. 1, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	5,811,052	4,845,620	6,007,609	2,976,057
Wheat.....bush.	26,181,553	31,261,911	36,640,519	45,921,546
Corn.....	72,132,123	48,788,817	72,633,784	93,916,042
Oats.....	30,953,935	22,964,939	24,760,671	18,529,048
Barley.....	4,651,783	2,166,669	2,215,398	1,800,294
Rye.....	3,353,495	1,683,167	1,808,608	1,722,714
Total grain.....	137,265,839	106,867,503	142,563,170	161,883,644

Below are the rail shipments from Western lake and river ports for four years:

	1883.	1882.	1881.	1880.
	Week Sept. 1.	Week Sept. 2.	Week Sept. 3.	Week Sept. 4.
Flour.....bbls.	63,654	102,293	133,812	100,081
Wheat.....bush.	265,305	689,976	405,011	446,609
Corn.....	695,853	1,399,919	1,257,819	1,582,974
Oats.....	1,624,308	1,551,759	634,688	985,182
Barley.....	14,817	16,593	117,141	54,048
Rye.....	97,321	57,398	61,796	59,517
Total.....	2,997,654	2,745,615	2,517,395	2,132,330

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Sept 1...	169,752	1,678,109	3,299,193	1,697,918	14,317	177,963
Aug. 25...	193,375	2,296,410	1,975,674	1,362,604	9,623	261,854
Aug. 18...	139,520	2,584,957	2,541,228	934,932	13,345	221,493
Aug. 11...	148,431	1,479,511	2,188,826	817,666	8,678	58,423
Tot. & w...	651,078	8,039,017	10,007,924	4,813,150	46,461	719,733
4 wks 82...	633,151	8,376,089	4,631,193	3,309,983	39,658	195,020

The receipts of flour and grain at the seaboard ports for the week ended Sept. 1 follow:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	120,881	1,041,330	811,695	972,474	.....	20,201
Boston.....	67,637	8,203	206,039	81,595	3,250	.....
Portland.....	985	.....	11,500	5,400	.....	.....
Montreal.....	19,447	385,575	142,793	215	.....	450
Philadelphia.....	20,449	230,300	39,500	133,150	.....	500
Baltimore.....	23,337	801,402	49,412	22,298	.....	43,210
New Orleans.....	5,837	400	8,123	9,343	.....	.....
Total week.....	257,053	2,470,257	1,263,072	1,224,450	3,250	61,394
Cor. week '82.....	230,890	4,313,620	562,051	1,924,544	1,200	3,706

The total receipts at the same ports for the period from Dec. 25, 1882, to Sept. 1, 1883, compare as follows for four years:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	8,350,366	7,396,381	8,666,220	6,575,096
Wheat.....bush.	39,059,133	48,634,922	61,172,130	82,208,400
Corn.....	59,834,943	22,897,489	76,013,029	103,587,742
Oats.....	19,007,215	18,276,993	19,368,395	15,804,447
Barley.....	2,219,763	2,292,783	2,029,753	1,592,998
Rye.....	2,883,993	1,061,617	954,210	1,245,704
Total grain.....	123,034,496	93,163,709	181,535,462	201,439,291



The exports from the several seaboard ports for week ending Sept. 1, 1883, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	56,626	343,612	718,270	1,762	235,123	423
Boston	42,542	.....	79,567	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	18,255	264,759	105,034	.....	583	15,445
Philadel.	7,812	118,571	2,667	100	.....	.....
Baltim're	3,660	608,601	33,172	.....	.....	.....
N.Ori'ns	93	.....	.....	.....	.....	.....
Total w'k.	128,988	1,337,542	938,710	1,862	235,706	15,868
Same time 1882	171,269	4,013,564	5,445	1,428	91,922	6,408

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883.	1882.	1883.	1882.	1883.	1882.
	Week. Sept. 1.	Week. Sept. 2.	Week. Sept. 1.	Week. Sept. 2.	Week. Sept. 1.	Week. Sept. 2.
Un.King.	84,706	111,268	788,624	2,457,415	722,893	.....
Contin'nt	1,635	18,250	548,351	1,556,149	120,335	.....
S. & C. Am	10,892	16,447	.....	.....	58,659	1,148
W. Indies	10,611	11,659	567	.....	28,232	4,192
Brit. Col's	20,331	12,795	.....	.....	40	105
Oth. c't's	813	850	.....	.....	8,551	.....
Total	128,988	171,269	1,337,542	4,013,564	938,710	5,445

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, Sept. 1, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,357,026	683,397	1,351,233	448	77,180
Do. afloat (est.)	.....	.....	100,000	.....	58,000
Albany	1,500	25,400	46,800	500	24,900
Buffalo	625,612	520,725	52,203	9,300	52,073
Chicago	5,291,000	2,123,000	608,000	21,000	537,000
Milwaukee	1,175,812	40,919	.....	115,293	29,338
Duluth	74,716	87,509	.....	.....	.....
Toledo	1,659,539	156,226	82,752	.....	59,022
Detroit	172,523	30,837	59,549	1,165	.....
Oswego	90,000	225,000	.....	.....	.....
St. Louis	1,875,935	506,136	114,847	10,660	56,296
Cincinnati	186,341	30,537	10,902	8,578	54,725
Boston	611	148,751	42,586	1,834	111
Toronto	116,445	.....	700	30,517	341
Montreal	120,450	12,549	52,347	29,812	15,501
Philadelphia	678,428	99,415	149,485	.....	.....
Peoria	4,301	84,195	190,354	1,099	63,561
Indianapolis	419,900	43,409	46,100	.....	23,900
Kansas City	435,831	128,525	22,768	.....	8,558
Baltimore	2,266,725	138,832	.....	.....	.....
Down Mississippi	.....	114,916	39,451	.....	.....
On rail	430,997	875,082	2,032,337	18,025	115,516
On lake	571,203	4,261,393	80,154	.....	149,732
On canal	2,050,000	1,226,000	121,533	22,661	202,000

Tot. Sept. 1, '83.	21,404,798	11,337,814	4,199,107	271,102	1,527,854
Tot. Aug. 25, '83.	20,714,251	10,266,803	3,697,895	354,096	1,576,573
Tot. Sept. 2, '82.	12,045,595	6,251,732	5,899,404	87,560	449,105
Tot. Sept. 3, '81.	19,507,618	22,657,173	7,067,456	370,833	510,672
Tot. Sept. 4, '80.	14,715,495	19,011,298	1,629,853	264,407	575,613

## THE DRY GOODS TRADE.

FRIDAY, P. M., Sept. 7, 1883.

The most important feature of the past week's business has been a substantial improvement in the jobbing trade, which has become quite active, not only in this city, but at nearly all prominent distributing points throughout the country. There was, consequently, a freer demand for both domestic and foreign goods at first hands, and altogether the volume of business has been of very good proportions. The event of the week was a trade sale of 6,500 cases blankets, horse blankets and lap robes, the production of several well-known mills. The sale was very largely attended by jobbers and leading retailers from all parts of the country, and the large line of merchandise was promptly closed out and widely distributed. The prices obtained were certainly low and by no means remunerative to the manufacturers (averaging from 15 to 20 per cent below agents' quotations), but perhaps as good as could be expected in the present condition of the market for goods of this class. There was also a public sale of rugs, mats and carpets (the production of the Glenham Mills) and the goods were all sold, but at low average prices.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods for the week have been 2,360 packages, of which 713 were shipped to China, 601 to Great Britain, 271 to Argentine Republic, 196 to U. S. of Colombia, 112 to Smyrna, 101 to Brazil and lesser quantities to other markets. There was a better demand for plain cottons at first hands, brown and bleached goods, wide sheetings, cotton flannels, &c., having severally been more

active, but few large transactions were reported, and colored cottons were mostly quiet, because jobbers have not yet disposed of the goods of this class bought at the late trade sales. Agents' prices have not materially changed on the most staple cotton goods, but a reduction of  $\frac{1}{4}$ ¢ per yard has been made on some makes of brown sheetings, in which the fabrics of the Atlantic Mills participated. The jobbing trade in plain and colored cottons was quite active, and fully up to the average of former years at a like period. Print cloths were in moderate demand and steady at last quotations, and a fairly good business in prints and ginghams was done by agents and jobbers alike.

**DOMESTIC WOOLEN GOODS.**—There was a steady call by clothiers and cloth and dry goods jobbers for small parcels of heavy cassimeres and suitings, worsted coatings, &c., resulting in a fair aggregate business, and orders to a moderate amount were placed for clothing woollens adapted to the spring trade. Operations in the latter were, however, conducted on a most conservative basis, confirming the belief that a good many light-weight clothing woollens have been carried over from last season. Satinets and Kentucky jeans were in fair request, and a moderately good business was done in cloakings, while the demand for Jersey cloths was exceedingly brisk. Flannels continued to move steadily, but blankets were relatively quiet in first hands because of the auction sale referred to above. All-wool and worsted dress goods were jobbed freely, and agents experienced a constant call for duplicate parcels of wool suitings, sackings, cashmeres, fancy worsteds, &c. Hosiery and knit underwear were in fair request, and a steady business was done in fancy knit woollens, as cardigan jackets, nubias, scarfs, mittens, &c.

**FOREIGN DRY GOODS** have met with increased attention from retailers, and a very fair trade in silks, velvets, dress goods, &c., was done by importers and jobbers. Cloakings and cloaks were fairly active, and considerable orders for spring woollens (adapted to men's wear) were booked by importers. For linen goods, white goods, laces and embroideries, there was a steady, though moderate, inquiry, and prices are fairly maintained. The auction rooms presented no features of special importance, and few of the sales were entirely satisfactory to the consignors.

## Importations of Dry Goods.

The importations of dry goods at this port for the week ending Sept. 6, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883.				ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1882.			
Total at port.	Total for consumption.	Total on market.	Total in warehouse and thrown into the market.	Week ending Sept. 6, 1883.	Since Jan. 1, 1883.	Week ending Sept. 6, 1882.	Since Jan. 1, 1882.
				Pkgs.	Value.	Pkgs.	Value.
Manufactures of—	Wool	502	197,613	15,489	6,179,344	732	2,49,633
	Cotton	2,922	66,100	10,401	3,103,710	237	68,614
	Woolen	299	149,651	6,602	4,883,482	321	181,841
	Flax	530	121,880	15,676	2,999,924	544	167,356
	Miscellaneous	1,372	48,111	74,250	1,762,540	594	76,132
	Total	3,086	586,335	123,928	18,429,000	2,421	688,622
	Ent'd for consumption	7,443	2,389,909	269,485	77,973,459	5,451	1,865,057
	Total at port	10,528	2,986,244	392,313	96,404,459	7,872	2,551,692
	Wool	814	316,473	13,155	5,381,659	687	243,928
	Cotton	2,923	67,820	9,479	2,803,270	310	82,330
	Woolen	299	162,101	6,336	4,803,800	327	213,120
	Flax	487	91,219	16,889	2,909,010	527	191,829
	Miscellaneous	184	23,746	79,812	1,628,524	844	33,421
	Total	2,927	681,758	123,461	17,631,193	2,708	668,099
	Ent'd for consumption	7,443	2,389,909	269,485	77,973,459	5,451	1,865,057
	Total at port	10,370	3,081,667	391,946	95,006,652	8,159	2,531,156
Manufactures of—	Wool	814	316,473	13,155	5,381,659	687	243,928
	Cotton	2,923	67,820	9,479	2,803,270	310	82,330
	Woolen	299	162,101	6,336	4,803,800	327	213,120
	Flax	487	91,219	16,889	2,909,010	527	191,829
	Miscellaneous	184	23,746	79,812	1,628,524	844	33,421
	Total	2,927	681,758	123,461	17,631,193	2,708	668,099
	Ent'd for consumption	7,443	2,389,909	269,485	77,973,459	5,451	1,865,057
	Total at port	10,370	3,081,667	391,946	95,006,652	8,159	2,531,156
	Wool	814	316,473	13,155	5,381,659	687	243,928
	Cotton	2,923	67,820	9,479	2,803,270	310	82,330
	Woolen	299	162,101	6,336	4,803,800	327	213,120
	Flax	487	91,219	16,889	2,909,010	527	191,829
	Miscellaneous	184	23,746	79,812	1,628,524	844	33,421
	Total	2,927	681,758	123,461	17,631,193	2,708	668,099
	Ent'd for consumption	7,443	2,389,909	269,485	77,973,459	5,451	1,865,057
	Total at port	10,370	3,081,667	391,946	95,006,652	8,159	2,531,156

**Western Bankers.****Montana National Bank,**

HELENA, M. T.

**UNITED STATES DEPOSITORY.**

Capital, . . . . . \$250,000

C. A. BROADWATER, Pres't. A. G. CLARKE, V.-Pres't.  
E. SHARPE, Cashier.D. G. FONES, { STATE BANK, } C. T. WALKER  
President. { Incorporated 1875. } Cashier.**German Bank,**

LITTLE ROCK, ARKANSAS.

Capital (Paid in) - - - - \$250,000

Prompt attention given to all business in our line.  
N. Y. CORRESPONDENTS.—Donnell, Lawson & Co.  
and the Metropolitan National Bank.**Financial Companies.****Honesty Guaranteed  
FIDELITY & CASUALTY CO.**

OF NEW YORK.

Officials of Banks, Railroads and Transportation  
Companies, Managers, Secretaries and Clerks of  
Public Companies, Institutions and Commercial  
firms, can obtain suretyship from this Company at  
moderate charges.The bonds of this Company are accepted by the  
courts of the State of New York.**ACCIDENT INSURANCE.**Policies issued against accidents causing death or  
totally disabling injuries.Full information as to details, rates, &c., can be  
obtained on application to head office, 179 Broad-  
way, N. Y.WM. M. RICHARDS, Pres't. JOHN M. CRANE, Sec'y.  
DIRECTORS.—George T. Hope, G. Williams, Geo.  
S. Coe, Charles Dennis, J. S. T. Stranahan, A. B.  
Hall, A. S. Barnes, S. B. Chittenden, H. A. Huribut  
W. G. Low, David Dows, J. D. Vermilye, Alex.  
Mitchell, Wm. M. Richards.**Bonds of Suretyship.**

NO OTHER BUSINESS.

**The Guarantee Co.  
OF NORTH AMERICA.**Cash Capital, . . . . . \$300,000  
Cash Assets, . . . . . 400,000  
Deposit with Insurance Department, . . . . . 214,000

President: VICE-PRESIDENT:

SIR. ALEX. T. GALT. HON. JAS. FERRIER.

Managing Director: EDWARD HAWLINGS.

NEW YORK OFFICE:

No. 178 BROADWAY.

D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS.—Joseph W. Drexel, A. I.  
Popkin, H. Victor Newcomb, John Patton, Daniel  
Torrance, Edw. F. Winslow, Ernest Wiman.**Auction Sales.****STOCKS and BONDS  
At Auction.**

The Undersigned hold REGULAR AUCTION

SALES of all classes of

**STOCKS AND BONDS**

ON

WEDNESDAYS AND SATURDAYS.

**ADRIAN H. MULLER & SON,**

No. 7 PINE STREET, NEW YORK

**Commercial Cards.****OFFICE  
CARPETS.**HOUSEKEEPERS and OCCUPANTS OF OF-  
FICES take notice. Before buying your Carpets  
Linoleum Oilcloths, or Mattings, call at BENDALL'S  
Misfit Carpet Store, 114 Fulton St., basement floor,  
Cheapest place in New York.**Wire Rope.**STEEL and CHARCOAL  
IRON of superior quality  
suitable for MINING and  
HOISTING PURPOSES,  
Inclined Planes, Transmis-  
sion of Power, &c. Also,  
Galvanized Charcoal and BB  
for Ships' Rigging, Suspend-  
ing Bridges, Derrick Gigs,  
Ferry Ropes, &c. A large  
stock constantly on hand  
from which any desired  
lengths are cut. **FLAT  
STEEL and IRON ROPES**  
for Mining purposes manu-  
factured to order.**JOHN W. MASON & CO.,**  
48 Broadway, New York.**Commercial Cards.****Brinckerhoff, Turner  
& Co.,**

Manufacturers and Dealers in

**COTTON SAILDUCK**

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR  
COVERING, BAGGING, RAVENS DUCK, SAIL  
TWINING, &c., "ONTARIO" SEAMLESS  
BAGS, "AWNING STRIPES."

Also, Agents

**UNITED STATES BUNTING CO.**

A full supply, all Widths and Colors, always in stock

No. 109 Duane Street.

**Joy, Lincoln & Motley.**

SUCCESSORS TO

**E. R. MUDGE, SAWYER & CO.,**43 & 45 WHITE STREET, 15 CHAUNCEY STREET,  
NEW YORK. BOSTON.

AGENTS FOR

Ocean Mills Co., Atlantic Cotton Mills,  
Peabody Mills, Chicopee Mfg. Co.,  
Horton New Mills, White Mfg. Co.,  
Saratoga Victory Mfg. Co.,  
Hosiery and Yarn Mill.**Bliss, Fabyan & Co.,**

New York, Boston, Philadelphia,

SELLING AGENTS FOR LEADING BRANDS

**BROWN & BLEACHED SHIRTINGS**

AND SHEETINGS,

PRINTS, DENIMS, TICKS, DUCKS, &amp;c.

Towel, Quilts, White Goods &amp; Hosiery

Drills, Sheetings, &amp;c., for Export Trade.

**SAMUEL BUDD.**

Fine Custom Shirts our Specialty.

Over Twenty Years' experience war-  
rants the assertion that our Dress  
Shirts are unequalled for style, appear-  
ance and workmanship. We guar-  
antee in all cases a perfect fit.**SAMUEL BUDD,**

Broadway &amp; 24th Street, New York.

**Publications.**

"Its Value Increases Every Year."

Churchman, N. Y.

THE GREATEST LIVING  
Authors, such as Prof. Max  
Muller, Right Hon. W. E.  
Gladstone, Jas. A. Froude,  
Prof. Huxley, R. A. Proctor,  
Edward A. Freeman, Prof.  
Tyndall, Dr. W. B. Carpenter,  
Frances Power Cobbe,  
Professor Goldwin Smith,  
The Duke of Argyll, Wm.  
Black, Miss Thackeray,  
Mrs. Mulock-Craig, Geo.  
MacDonald, Mrs. Oliphant,  
Jenn Ingelow, Thos. Hardy,  
W. H. Mallock, W. W. Story,  
Matthew Arnold, Ruskin,Tennyson, Browning, and many others, are re-  
presented in the pages of**LITTELL'S LIVING AGE.**THE LIVING AGE has been published for nearly  
forty years, and has met with continuous com-  
mendation and success. *Weekly Magazine*, it gives more  
thanTHREE AND A QUARTER THOUSAND  
double-column octavo pages of reading matter year-  
ly. It presents in an inexpensive form, considering  
its great amount of matter, with freshness, owing  
to its weekly issue, and with a satisfactory com-  
pleteness attempted by no other publication, the  
best Essays, Reviews, Criticisms, Serial and Short  
Stories, Sketches of Travel and Discovery, Poetry,  
Scientific, Biographical, Historical and Political In-  
formation, from the entire body of Foreign Peri-  
odical Literature.It is therefore invaluable to every American  
reader, as the only satisfactorily fresh and COM-  
PLETE compilation of an indispensable current  
literature,—indispensable because it embraces the  
productions ofTHE ABLEST LIVING WRITERS  
in all branches of Literature, Science, Politics and  
Art.Published WEEKLY at \$8.00 per year, free of  
postage; or for \$10.50 THE LIVING AGE and any  
one of the American \$4 Monthlies (or *Harper's  
Weekly* or *Review*) will be sent for a year, postpaid  
or for \$9.50 THE LIVING AGE and the *St. Nicholas*,  
or *Lippincott's Monthly*. Address,**LITTELL & CO., Boston.****Publications.****HAND-BOOK**

OF

**Railroad Securities**

JULY, 1883.

**DESCRIPTION; INCOME;  
PRICES; DIVIDENDS.****CONTENTS.****Railroad Securities.—**A STATEMENT OF THE STOCKS AND BONDS  
OUTSTANDING, AND THE EARNINGS for Four  
Years Past, of all Railroads whose securities  
are sold in the markets of New York, Boston  
Philadelphia or Baltimore.**Highest and Lowest Prices, Monthly.—**UNITED STATES SECURITIES—For the year  
1882, and to July in 1883.BONDS AND STOCKS IN NEW YORK—For the  
year 1882, and to July in 1883.BONDS AND STOCKS IN BOSTON—For the year  
1882, and to July in 1883.BONDS AND STOCKS IN PHILADELPHIA—For  
the year 1882, and to July in 1883.BONDS AND STOCKS IN BALTIMORE—For the  
year 1882, and to July in 1883.**Range of Prices by Years.—**YEARLY RANGE OF ACTIVE STOCKS in 1881,  
1882, and to July, 1883.**Dividends.—**DIVIDENDS ON RAILROAD STOCKS sold at the  
Exchanges in New York, Boston, Philadel-  
phia and Baltimore, paid prior to July in  
1883, and during the six years, 1877-1882  
inclusive.**Railroad Earnings.—**

GROSS EARNINGS by months since Jan. 1, 1880

Price in Red Leather Covers, . . \$1 25

To Subscribers of the Chronicle, \$1 00

**WILLIAM B. DANA & CO.,**

79 &amp; 81 WILLIAM STREET, NEW YORK

**Insurance.****MUTUAL LIFE****INSURANCE COMPANY**

OF NEW YORK.

**F. S. WINSTON, President.**ISSUES EVERY DESCRIPTION OF  
**LIFE & ENDOWMENT POLICIES**

Rates Lower than other Companies.

ORGANIZED APRIL 14TH, 1842.

**ASSETS, \$95,000,000.**